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TOP VW TECH

Maintaining king and link pins

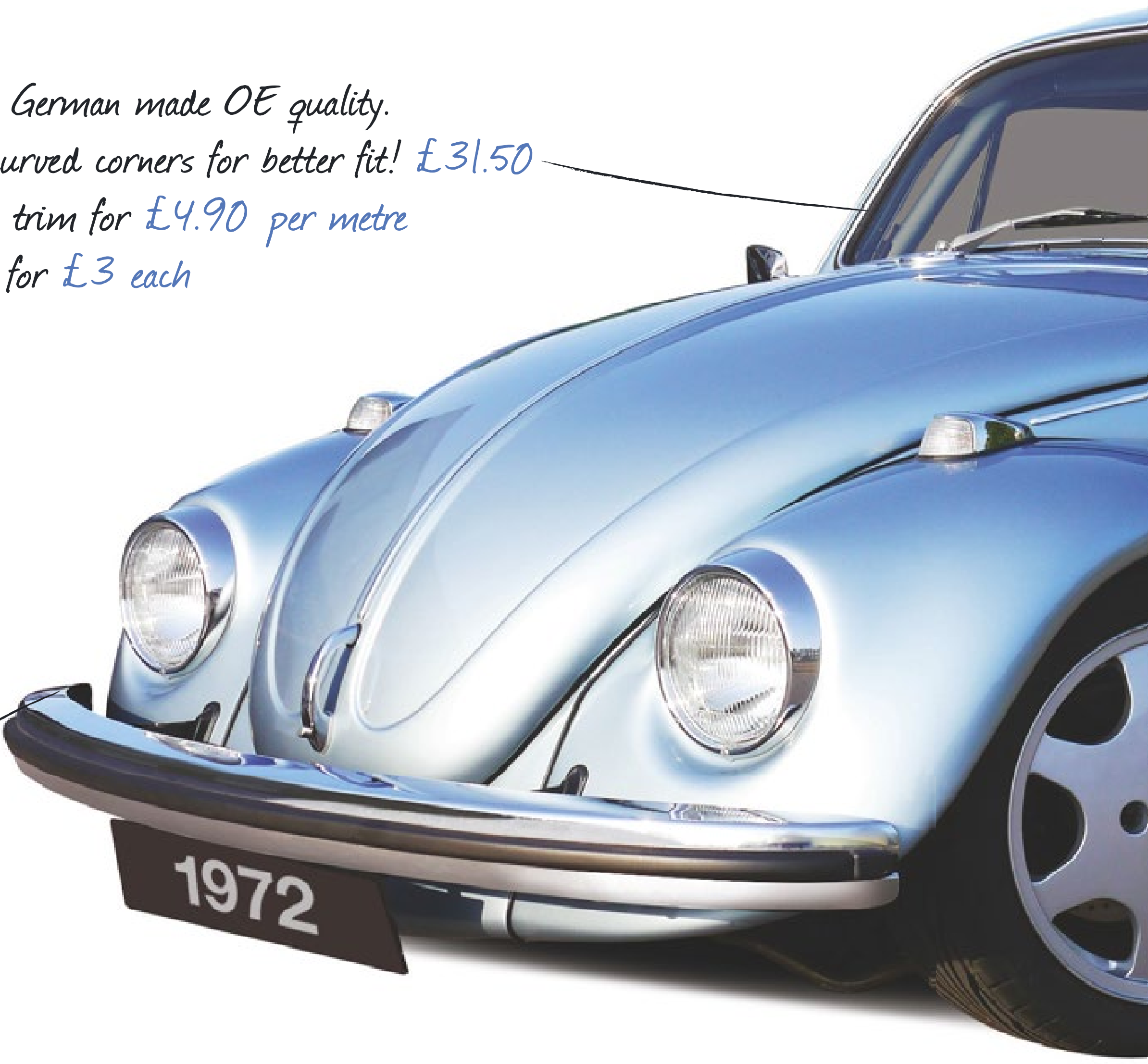
STAFF PROJECTS

Re-engineering a Shorrock supercharger

VW ICONS

How VW ripped off Tatra to create the Beetle

VW HISTORY: GHIA PROTOTYPES



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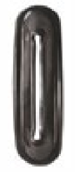

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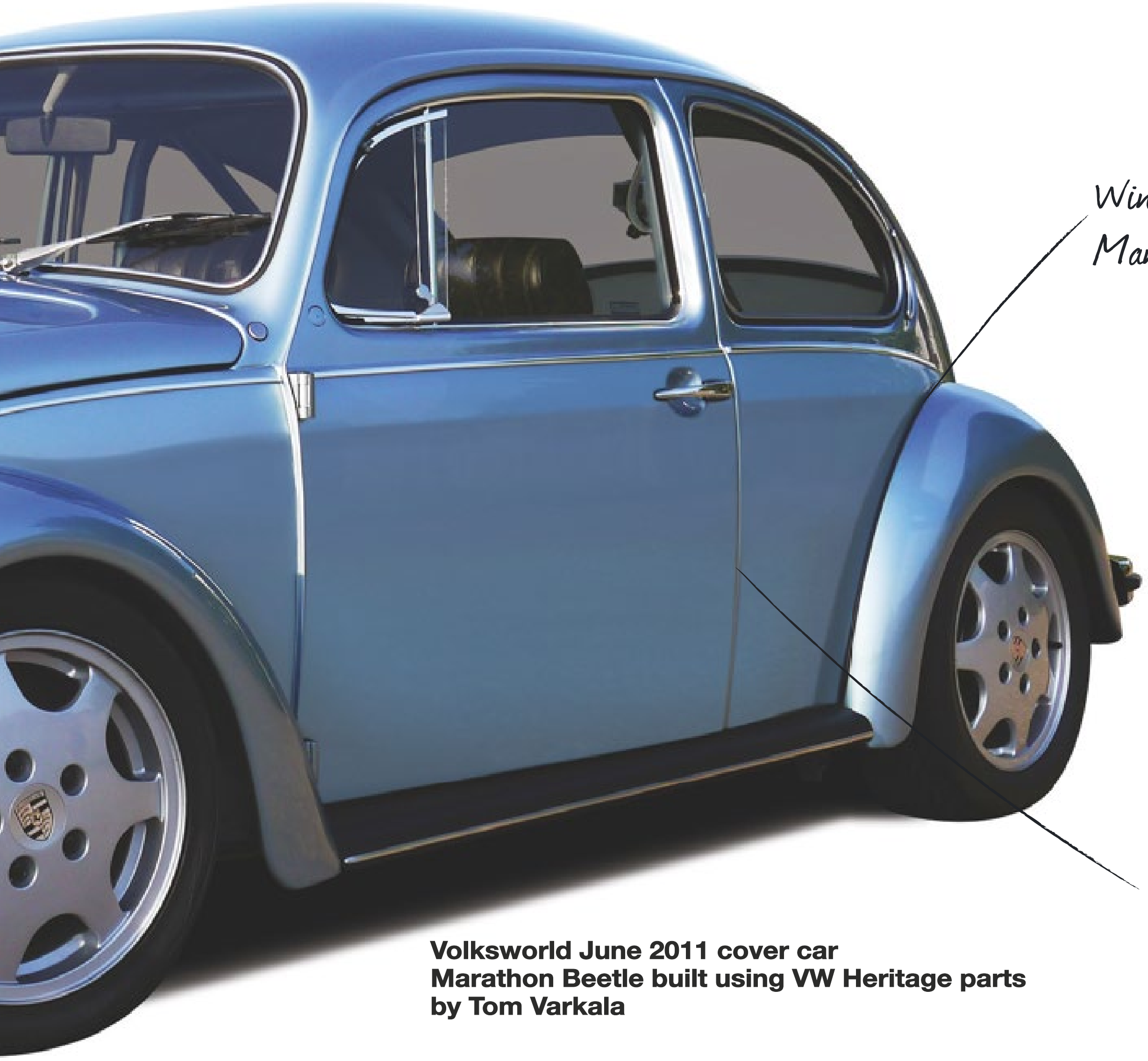

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Volksworld June 2011 cover car
Marathon Beetle built using VW Heritage parts
by Tom Varkala

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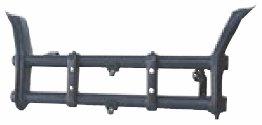

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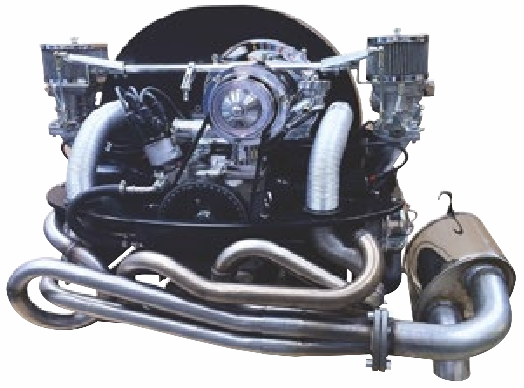

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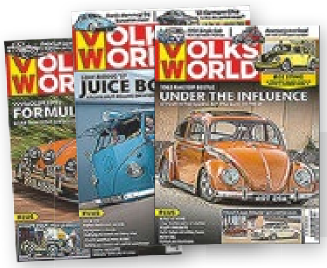
VolksWorld



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WELCOME TO THE MAG

Every day is a school day in this office. If it's not Mike Pye's word of the day notepaper, it's his frequent dalliances with *The Urban Dictionary*. Sometimes, it's even work related, as it was this month. No doubt you will have already delved deep into the Ghia history piece over on p70. Fascinating stuff, even if you're not a fan of the housewife's Porsche. I, however, have always felt a warm, rosy glow for the Karmann Ghia, increasingly so since having owned one for a brief period of time. That was bought as a flipper, but I regret not owning it for a little while longer, or still having it.

The thing that none of us here can work out is why the Ghia appears to be so undervalued. Bus prices have gone stratospheric, Oval and Split Window Beetles are similarly on the up and up, and early Porsches? Well, they're just bat shit crazy, aren't they?

I spend a lot of time scouring the internet for Porsche 912s. They've been on my list of 'one day' cars forever, but I'm finding it difficult to justify the cost of one nowadays, especially when you compare them to Ghias. I mean, for the price of a snotty old 912 that needs work, you can land yourself a much nicer condition Ghia and have money left over for wheels, beam and an engine that would make it just as much fun as the Porker.

The coachbuilt Ghia is, in my opinion, every bit as sexy as the Stuttgart offering, but without the hideous expense of Porsche prices for mechanical and trim components. In essence, all the things that made the Ghia such a fantastic idea in the first place still ring true. I guess I should buy another before I miss the boat entirely. ■

James Peene
Group editor

Santa Cruising for charity

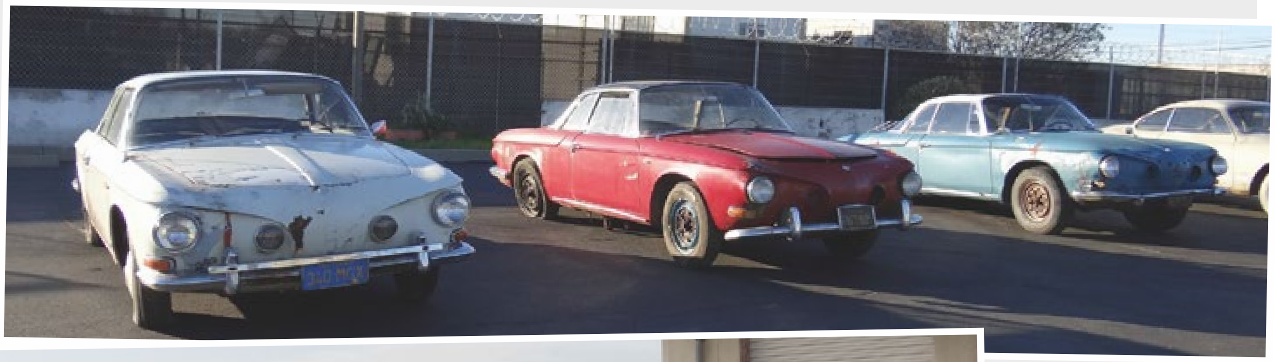
Christmas may be a distant memory now, but we had to bring you this picture from the ever-popular VW Heritage Santa Cruise, which was held for the fifth time in 2014. The cruise raised £525 for the Children's Trust at Tadworth Court near Reigate, the destination following the convoy's departure from VW Heritage's new HQ in Shoreham-by-Sea.

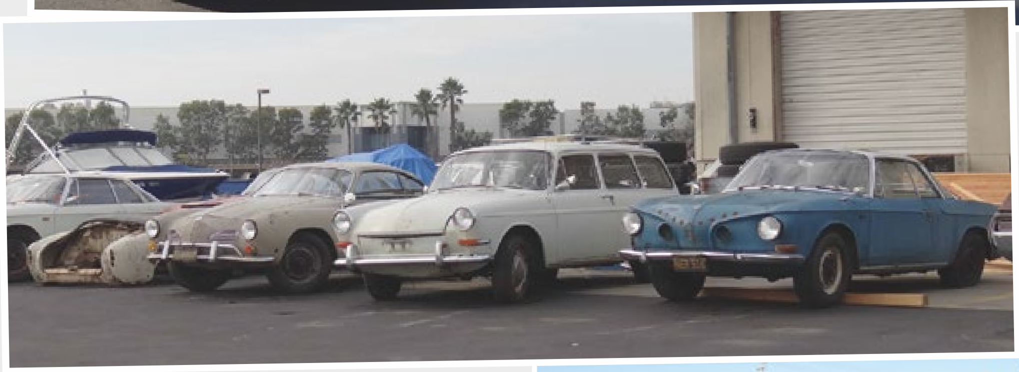
The Trust specialises in helping children with brain injuries, and provides expert rehabilitation, education, therapy and care, supporting children and families from across the UK, so well done to all involved and, thanks to a donation by the VW Heritage Directors, all money taken went directly to the charity.

TMI™ PRODUCTS, INC.

15% off TMI interior products in March!

If your winter project is now reaching the point when it's time to start thinking about your interior, you may have just timed it perfectly as VW Heritage have reduced the price of all TMI interior products by 15% for the month of March. That means you can save on headliners, seat covers, door panels and hoods. Choose from a host of original materials, colours and styles, or consider their tailored special order service to finish your project just how you want it. Tempted? You should be. Give VW Heritage a call on 01273 444000 for more information, or to order swatch samples.



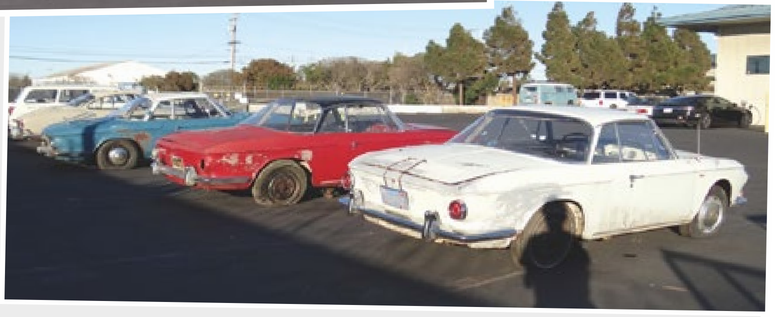


< ^ As Type 34s were never sold in the USA, we're sceptical about the story of these cars being bought new, especially as they're on Californian blue plates, which…

Discovered

To find a Type 34 Karmann Ghia in any condition is not such an easy task these days, so can you imagine what it must be like to find three Type 34 Karmann Ghias in one place? Not only that, but if you also happened to find a '65 Type 14 Karmann Ghia and a '67 Squareback on the same property you'd be pretty happy we guess, right? All five of the VWs shown here were owned by the same man, a submarine engineer who, so the story goes, bought a new car every year but never sold the old ones. As a result, he accrued quite the collection of cars, and not just VWs.

Bob Van Heyst from BBT was the guy who discovered these beauties on a recent trip to the USA. To add to their cool factor, two of the three T34 Ghias have factory electric sunroofs (the only air-cooled VW ever to be offered with that feature) and, being pre-'64 models, they are all desirable push button dash cars. Cool as, huh?



^ …didn't even come into use until 1969, but let's not wee on the bonfire, this is a great haul. We're into the Square ourselves

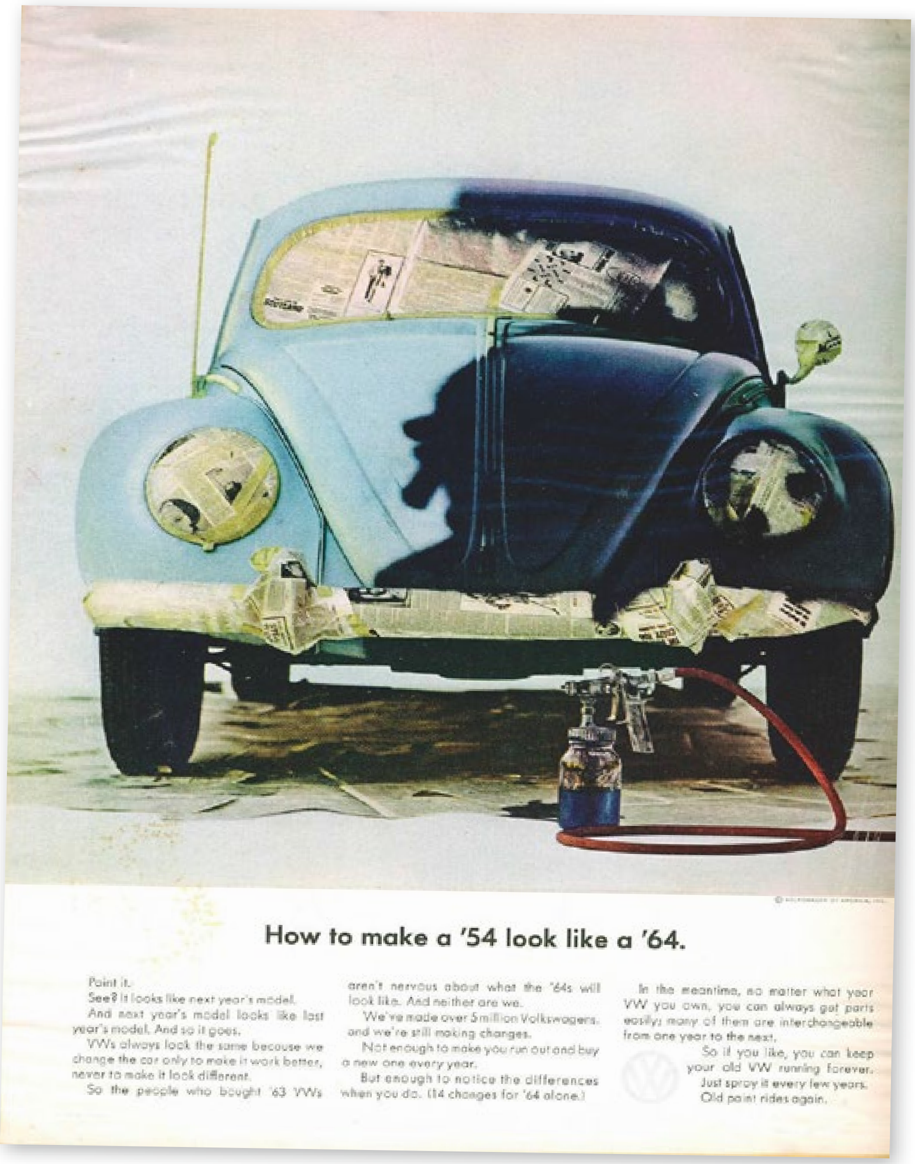
Ageing gracefully

Stand up and be proud of your age. There's nothing you can do to change it

Lying about your age should be reserved for teenage boys trying to get into pubs and ladies of a certain vintage wishing to protect their modesty. When it comes to VWs, it's entirely pointless. Back in 'the good old days', it didn't really seem to matter what year your car was. I may have lusted over Ovals in books and magazines but, as none turned up for my meagre budget in my local paper, I bought a '68, and was over the moon with it. To someone just learning the ropes, as it were, most cars I saw at shows were hard to date due to the propensity of owners to fit 'sloping headlight wings', as they were generically called back then, custom tail lights and other modifications frowned upon by some areas of the VW community today. I didn't care though, as far as I was concerned, a cool VW was a cool VW, regardless of its age, the number of folds in its sunroof or the pattern on its tail light lenses. As time passed, and I slowly accrued knowledge, I learned to spot the subtle identifiers – a filler flap here, a plastic knob on the dashboard there – but often these had been changed, and such modifications were actively embraced. I distinctly remember Colin Burnham writing about his '68 Cal Look Beetle that he fitted an earlier 'long' bonnet and decklid as he felt they better visually balanced his car, even though he retained the original upright headlights. I pored over the pictures and yes, he was right, they did. So I followed his lead and put a '66 decklid on my own '68. Cool, I thought, even if I did have to live without a decklid lock as I didn't change the valance as well.

These days it seems people are so hung up on the correct this and the incorrect that they're scared to fit anything not 'period correct'. If we're not careful, we're in danger of turning into boring old buffers who only like concours cars with matching numbers on everything. And whatever type of VW you're into, it has to be an earlier one than the next bloke, right? Which leads to people lying about their age, or at least bending the truth regarding the true vintage of their VWs.

When the DVLA announced in 1997 that historic road tax cut-off was to be frozen at 1 January 1973, no one could have imagined the headache that would cause for us here on *VolksWorld*, and other classic car mags at the time. We were inundated with 'phone calls and letters from people wanting to know if their 1973 VWs were tax exempt or not, or claiming their '73s were actually '72s. Of course, most weren't, despite people's fanciful claims that their cars were built before 1 January that year and must have sat on a dealer forecourt for a while before being registered etc. After several months of being helpful and poring over chassis number charts in the *International Vintage Volkswagen Magazine*, we took to referring people direct to VW for a birth certificate for their cars, though even then we had people complaining that VW had got theirs wrong…



How to make a '54 look like a '64.

Point it.
See? It looks like next year's model.
And next year's model looks like last year's model. And so it goes.
VWs always look the same because we change the car only to make it work better, never to make it look different.
So the people who bought '63 VWs aren't nervous about what the '64s will look like. And neither are we.
We've made over 5 million Volkswagens, and we're still making changes.
Not enough to make you run out and buy a new one every year.
But enough to notice the differences when you do. (14 changes for '64 alone.)
In the meantime, no matter what year VW you own, you can always get parts easily; many of them are interchangeable from one year to the next.
So if you like, you can keep your old VW running forever.
Just spray it every few years.
Old paint rides again.

> Clearly, the guys at DDB didn't know their onions as my nan could tell the difference between a '54 and a '64 but this ad played on the fact that the Beetle remained largely unchanged, so never really dated

> "No one claims their cars are *later* than they are, do they?"

What do you think?

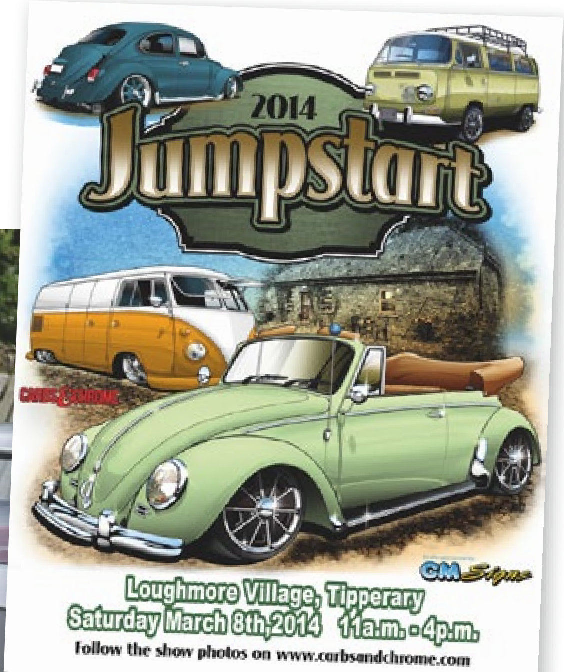
Do you agree with the ex-ginger Oracle, or do you think he's talking twaddle? Join the debate by emailing us at volksworld@timeinc.com

It took a further 17 years for the Government to listen to the various motoring organisations and agree to revert to a 40-year old rolling exemption in April last year. As annoying as this was for us at the time, the callers were all genuine, and weren't trying to up their street cred, rather just save a few quid.

Fanciful claims

Any genuine uncertainty seemed to stem from the fact that from 1955 onwards VW used an August model year change. This is not uncommon amongst manufacturers, but does still seem to confuse some people. Though I'm not sure confuse is quite the word I'm looking for when it comes to bragging rights to owning (or selling) an earlier vehicle than the next bloke. I recently saw a Squareback advertised as a '67/'68. Well, which is it? It can't be both, and I'd put money on it being the later model, not the earlier one – after all, no one claims their cars are *later* than they are, do they? I now also regularly hear people talking of early '56s, for example, or late '60s. Really? Though I'll admit there are myriad mid-year detail changes, the important ones that denote a model year are pretty straightforward. And in terms of dating a VW, model year is what it's all about. So, if a car was built before August in whatever year it might be it's that year's model. If it was built after August, it's the next year's model. Maybe in the 1940s when the factory was struggling to produce any cars at all, you might get away with the old 'they just used up whatever was in the parts bin' argument, but once production was over 100,000 a year, which Beetle production alone was comfortably every year between 1954 and 1974, that argument becomes tenuous at best.

And who are people trying to kid anyway? Anybody who knows their onions will instantly see through any age-related bluster, so at best it could lead to some hasty backtracking to explain the misunderstanding to the irate bloke who has just driven across the country to view a prospective purchase. If you're not trying to sell it, but just need to order parts, you'll have to 'fess up when the time comes or you'll likely be sent the wrong bits. If it's simply free road tax you're after, look at it this way – if you're on the cusp this year, you won't be next year. Happy days.


2014
Jumpstart
CARBS&CHROME
GM Signs
Loughmore Village, Tipperary
Saturday March 8th,2014 11a.m.-4p.m.
Follow the show photos on www.carbsandchrome.com

Hard to believe, but Wayne Mac's gorgeous '65 Beetle was featured in *VolksWorld* in 1997

'Bagged Oval on Cookie Cutters rocked

Jumpstart 2014

It's a long way to Tipperary, but well worth it

Words Cathal O'Toole **Photos** Justin Tormey and Cathal O'Toole

We really enjoyed our day at Jumpstart in Tipperary. What made the event unique was it was totally free and, if you turned up in an air-cooled VW, you were presented with a goodie bag packed with all kinds of nice things, including a copy of *VolksWorld*, a show sticker, some car polish and a commemorative show poster designed specially for the event by Lemorris.com, incorporating The Cottage Cafe the show was based around.

When it comes to shows, there's one thing Ireland does well, and that's create a relaxed, laid-back vibe. And this was definitely the case at Jumpstart. Let's face it, in a village that comprises just one street, one pub and The Cottage Cafe, with oodles of VWs thrown in, you couldn't fail to unwind and fall into the local pace of life.

By 9am, though, the normally quiet village was reverberating to the sound of VWs and, by the official start time of 11am, every goodie bag had been given out. It was at this point one of the Jumpstart crew was overheard saying, "I think we need a bigger village." It certainly looked like that from the top of the street as all you could see was a sea of vintage VWs on both sides, disappearing around the corner.

> "You couldn't fail to unwind and fall into the local pace of life"

People strolled around looking at the cars, chatted to their mates or just hung out in their Buses while Jumpstart DJ, Kevin Reade, pumped out the tunes from the mobile DJ booth that is his Late Bay, all set against a backdrop of stone cottages, an old mill and a castle. Judging wasn't taken too seriously as it's a fun day out, so Best of Show was chosen by public vote, the winner driving home with a miniature T1 beam trophy, and a subscription to *VolksWorld*.

If you are looking for a chilled-out day filled with VWs, head to Loughmore in Tipperary on April 25 and find out for yourself why we loved Jumpstart so much. ■

Static dropped Oval looked sweet on polished repro Fuchs

Ian McCarthy's freshly restored '73 made the trip from Cork

EVENTS AND CLUBS

Let us know about your VW event or club – email volksworld@timeinc.com

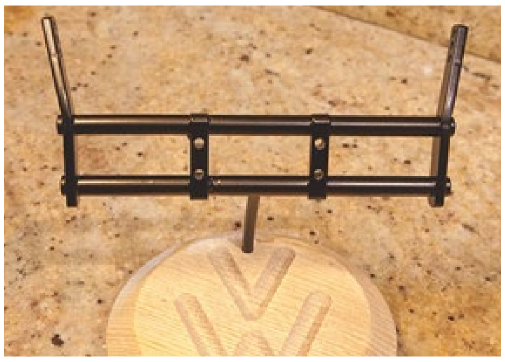
Dropped? Check. Scruffy original paint? Check. Odd bit of rope? Check. This US import '68 had it all

Another US import, this late '60's Karmann Ghia was desperately looking for a parking space

Subtle mods on Milo Curley's Beetle ensured it drew a crowd all day, and he deservedly went home with the Best of Show trophy

Jack Cullen manned the office and registration point, which was this 1966 Split Screen. Better than a cheap old gazebo, huh?

This Early Westy is owned by Paul Twibill…



…who made the super cool mini beam Best of Show trophy

Kieran Moynihan is the proud owner of the POS, which looks smart wearing its new Sprints

EVENT LIST

DubFreeze

When: February 15

Where: Bingley Hall, Staffordshire

Web: www.dubfreeze.co.uk

Spring Dub

When: March 1

Where: Great Yorkshire Showround, Harrogate, Yorkshire

Web: www.springdub.co.uk

Freddy Files

When: March 15

Where: Ninove, Belgium

Web: freddyfiles2015.skynetblogs.be

Ultimate Dubs

When: March 15

Where: Telford International Centre, Shropshire

Web: www.ultimate-dubs.co.uk

Dub Aid

When: March 20-22

Where: Towcester Racecourse, Northamptonshire

Web: www.dubaid.co.uk

VOLKS WORLD SHOW 2015

28th - 29th March

Sandown Park, Esher, Surrey

The *VolksWorld* Show

When: March 28-29

Where: Sandown Park, Esher, Surrey

Web: www.volksworld.com/volksworld-show

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ISSN number 0954-0164

recycle

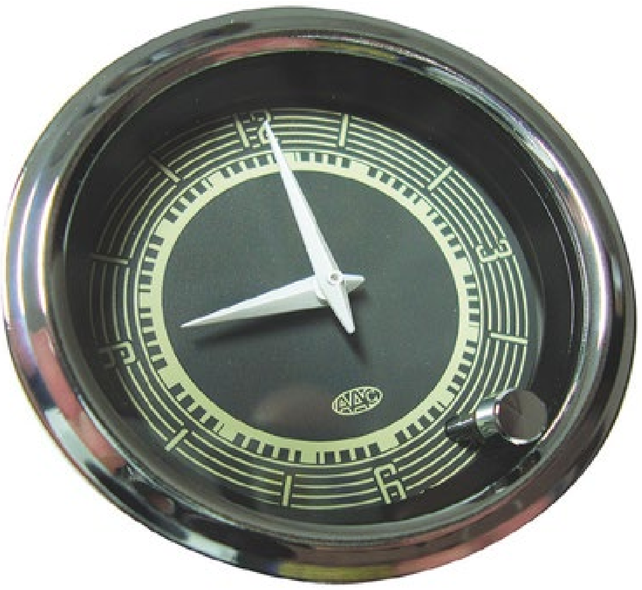
PRODUCTS

Selling a new product? email volksworld@timeinc.com

> Stainless blades

Price: **approx. £510 ($350 + $160 shipping per pair)** **From:** **www.sgbumperscar.com**

It's not every day we bring you products from Ho Chi Minh City in Vitenam, but these stainless steel blade bumpers have come across our radars and we thought you might like to see them. Made from 1.5-2mm thick stainless steel using original VW items as templates and then polished before the back has three layers of paint added to protect them from the elements. The manufacturers claim these bumpers have a better shine than chrome and will never rust. Available to order from their website in US dollars



< AAC clock

From: **www.aircooledaccessories.com**
Price: **£69.99**

Aircooled Accessories have worked really hard to produce this natty 52mm diameter clock for your vintage VW that tips its hat to the Kienzle accessory dash clocks of the '50s. The clock face and the chrome bezel has been designed to complement the stock VW parts and it's back lit so you can see it at night. It's 12V, so you will need a convertor if you are still making do with 6V. Fitting hardware and instructions included

The Vintage Collection Company

> CoolAir tees

From: **www.coolairvw.co.uk**
Price: **£14.50**

As part of the new Limited Edition range of clothing from CoolAir, their latest offering is this logo t-shirt. Available in S, M, L, XL and XXL, they are the perfect way to show your allegiance to the brand. Coming next, limited edition hoodies…

^ Vintage-style cooler

From: **www.thevintagecollectioncompany.co.uk** **Price:** **£85**

Retro is the current buzzword in everything, and this cooler box from the Vintage Collection Company is certainly that. The distinctive 17-litre metal cool box comes in vintage cream with polished details and the company's embossed logo on the front and back. It can hold six wine bottles and has a beer bottle opener on the side, so covers all your favourite tipples in one. The perfect addition for your spring / summer outings in your Volkswagen

OT
10
20
30
40
CSP

< Cool Flo hoodies

Price: **£49.50** **From:** **www.coolflo.co.uk**

Go with the Flo in a super-soft Cool Flo classic zip hoodie. Shown here is the men's hoodie, which is available in five sizes (S, M, L, XL and XXL) and five different colours (Grey Marl, Dark Navy, Green, Blue and Warm Red). Manufactured from high grade 355gsm cotton and featuring the classic Cool Flo script logo appliquéd across the chest, along with a crown logo on the right-hand shoulder and chunky hood pulls

< Laser micro ratchets

From: **www.lasertools.co.uk** **Price:** **£25**

This micro ratchet set from Laser Tools features two 80mm long ergonomic ratchets, suitable for numerous automotive uses. One ratchet is 1/4-inch drive, the other is a hex bit driver, and both feature a smooth, 60-tooth, reversible ratchet action, with a narrow profile head for improved access in tight spots. Hard chrome plated and polished, these will stay looking good and working well for years to come

^ CSP crank pulley

From: **www.csp-shop.com** **Price:** **£89**

If there's one thing you can count on with Custom & Speed Parts (CSP) in Germany it's that they will have done their homework and tested their products to destruction, so you can buy in confidence. Take this 146mm Type 1 crank pulley for example. It's made from high strength aluminium, black anodised for looks and longevity, accurately engraved with timing marks and the CSP logo and weighs just 520g. It just plain works

SEALEY

NEW YEAR SALE 2015

Over 600 Deals & Savings of up to 68%

Promotion valid from 1st January – 28th February 2015

On-Vehicle Micro Pipe Flaring Tool Set

SAVE 29%

- Produces accurate automotive SAE and DIN flares on 3/16" and 4.75mm pipes respectively.
- Suitable for steel pipes.
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LETTERS

Share your views on the VW scene – email volksworld@timeinc.com

Letter of the month

£200 for a Kamei spoiler?! Not on our watch. Try the swapmeets

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Desperately seeking spoiler

James Lawhorn, via email

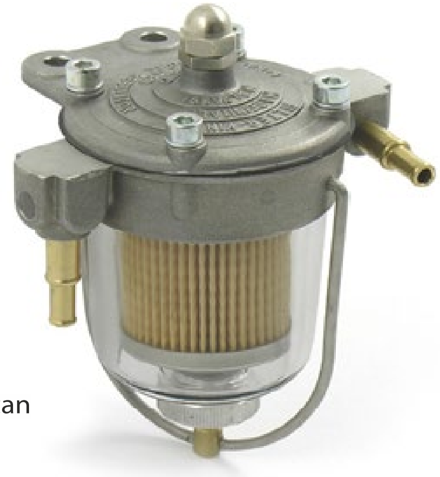
To whom it may concern, I am contacting you because I am trying to find out if you have any information about front spoilers for 1968 VW Beetles. I have a '68 VW Beetle that I am restoring and would like to install a front spoiler on it. Please, if you have someone or a business that you know that could reproduce or has one for sale, I would like to have their contact information so that I may be able to discuss and possibly purchase one. I look forward to hearing from you and I appreciate your time. Thanks.

Hi James, the item you are looking for is the Kamei front spoiler, which you might have seen on Darren Smith's Beetle in our January 2015 issue. Unfortunately, they are not available from Kamei any more, but I was fortunate to get the last one on the shelf at Eirespares for my own GT Beetle a few years ago, so there may be other retailers around who also have one covered in dust in their stash. I have seen replicas being sold on websites such as www.thesamba.com but I cannot attest to their quality, although they do look very true to the original design. One was being offered for £80, plus £18 shipping. Whilst looking on your behalf, I also found an NOS Kamei original for sale at a whopping €250 / £190, plus shipping from France, which is going to push it over £200. That seems a lot of money to pay for one to me, NOS or otherwise, so my advice would be to keep an eye on VZi and similar websites and keep your eyes open at VW swapmeets. In the meantime, if I see one I'll let you know. – CO'T

Clogged up

Tim Claiborne, via email

Hey peeps, I'm hoping you can help me and the super cool, awesome ride that is my '68 Beetle. I have been trying to keep all the gunk at the bottom of my fuel tank from getting into my carb and clogging it up but, from what I can see, the plastic filter is not that good. I've been changing the filter at least once every two months, but I'm always open to new ideas. I heard there was a glass version available that can be cleaned. Is this true?



Hi Tim, as we don't want to see any super cool, awesome rides stuck at the side of the road, here's what we suggest. Firstly, have your petrol tank professionally cleaned as, by the sounds of things, there is a lot of sediment in yours. An alternative might be to remove it, clean it and use a tank sealing kit such as those available from frost.co.uk. With this done, you will only be fighting sediment from any new petrol rather than 50 years' worth of built-up sediment. A plastic filter is perfectly adequate in most cases but a combined cleanable fuel filter and pressure regulator, such as the one shown above, is available from the likes of machine7.com. The benefit of this is you can also regulate the fuel pressure to your carburettor though, on a stock engine with a stock fuel pump, there should be no need to do this. – CO'T

What's that DIN?

Jack Cullen, via email

Hi *VolksWorld*, I have just bought an old Blaupunkt radio that is period correct for my 1972 Beetle and it has a DIN socket (or so I have been told by the seller), which I believe to be important as I want to connect my iPod to the radio, allowing me to listen to my music without taking away from the original look of the interior. Any advice or guidance is very much appreciated.

Hi Jack, you are not alone in wanting to use a modern music storage medium with a period-looking radio in your VW, and you are correct about the requirement for a DIN socket in order to do this. What you need though is the cable that will plug into the socket so, if you go to www.oldtimer-radio.de, you'll find you can buy a CD / MP3 adapter cable designed for Blaupunkt and Becker Radios, then your world will be a wonderful place. – CO'T

Burning question

Clive Colton, Somerset

Hello *VolksWorld* office, I'm literally just off the plane from Australia after spending a year there and plan to spend the next few weeks opening and reading all of my *VolksWorld* magazines that arrived while I was away. Hooray, 13 issues to go through, once jet lag wears off.

My question is this. I bought a Type 3 Fastback while I was in Aus and it's on its way over now, but I want to start gathering parts so I'm ready to make it my dream car when it arrives. It's solid and running, so no resto required, but can you tell me if Gas Burners will fit under the wings, and whether you've seen any Type 3s with them on? I didn't see any in Aus wearing them, but I reckon they will look pukka. Thanks, I'm looking forward to reading my mags in real time from now on!

Hi Clive, welcome home. You'll come across it in time but, to answer your question, in our December '14 issue we pictured Will Bullock's Fastback in Readers' rides, wearing its replica Burners with pride. JGE wheels (www.javaglobalenterprises.com) sell replicas in either 5 x 130 Porsche PCD or 4 x 130 late VW PCD, which will bolt straight onto your Fastback if you don't want to change the hubs. Genuine Mahle ones are serious money these days and, being magnesium, are a pain in the butt to keep clean! – MP

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Car of the month

^ It's crusty, man. But then the NZ island climate is very similar to ours here in the UK

˅ Restoration is taking place one wing at a time, with Jackson doing all the work

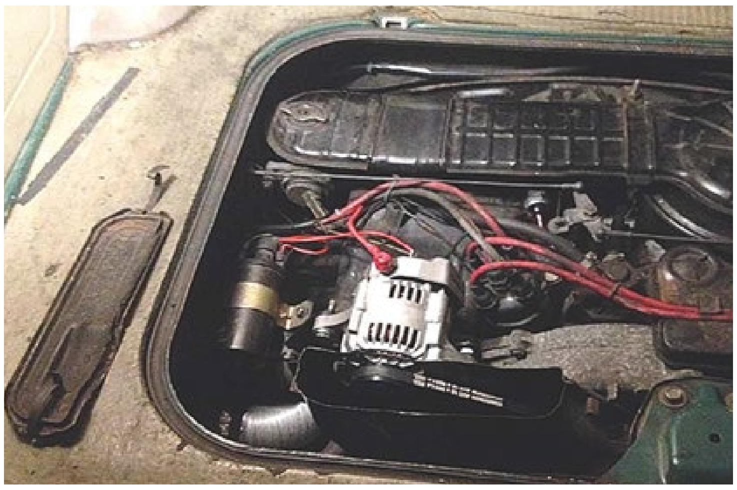
Jackson Lidgard, 1968 Squareback

Hi *VolksWorld*, I wanted to show you my Peru Green '68 Squareback. I'm 16 and this is my first ever car. I bought it in February 2014 after searching since early 2013 for a Squareback (they are pretty hard to find here in NZ). I am only her third owner, she is German built and has been in New Zealand all her life, never spending more than two years off the road. When I got her she was off the road because of a busted exhaust so, after replacing that, and the front calipers, which had seized on as they do, I took her for a WOF (our MoT) and she failed on rust in the floor. I fixed that and she passed! She then promptly got lowered – one spline in the back and two in the front – and was driven as much as possible until two months ago when I decided to start getting rid of the rest of the rust that I knew about. That has meant learning to weld and fabricate panels, which I am loving. I'm just taking a guard [we assume that's a wing-Ed] off at a time and fixing the rust in each area as I go so she isn't off the road too long each time.

I'm super happy with my first VW and am learning heaps, which is why I bought it in the first place, after dad sold his '76 Bay in 2013. That was what got me into the idea of a VW.

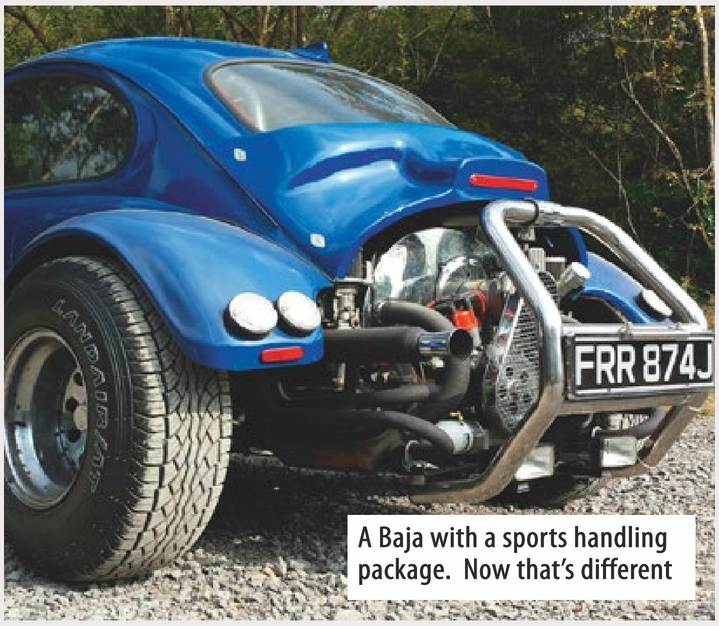
> “I'm super happy with my first VW and am learning heaps”

^ Peru Green is one of our favourite colours on an early Type 3. It's also where Paddington comes from



^ Modern alternator conversion helps make the most of the 12 volts surging through the electrical system

< Unmanned level crossings – enough to make a health and safety executive weep into his Styrofoam cup



A Baja with a sports handling package. Now that's different

Steve and Glenn Booth, 1971 Baja Bug

Hi, thought you might like to see the 1971 Baja Bug that my son and I have built. It's taken the best part of five years and the interior is still a work in progress, but my son, Glenn, bought it as a rolling 'shell, with no engine, brakes or wiring, so it's come a long way since then.

It came already converted to a Baja, but all the panels were attached by filler and cracks were appearing, so I removed them, cleaned them up and re-fitted them using stainless bolts and catches. Originally it was black, but now it sports a Ford blue paint job.

It has a 1679cc engine (not the thin-walled upgrade, the case and heads were machined to fit), bolted to the original 1200 gearbox with 1.25 ratio rockers on bolt-up shafts, external oil filter, twin Weber IDFs, Pertronix ignition and an electric fuel pump.

The suspension has been upgraded with coilover shocks and the rear torsion bars replaced with Red 9 uniball trailing arms. We replaced the brakes all round, as well as the master cylinder and brake lines. Also to stop the rear wheels tucking under when cornering, we fitted a camber compensator, anti-roll bars front and back and a bolt-on truss bar that ties up the rear. The car now corners flat.

The Bug was recently tuned on a rolling road and has 83bhp and 106ft.lbs of torque. It's not the fastest or quickest car on the road, but it keeps up with boy racers and makes heads turn when we drive it, not to mention the smiles we have on our faces. And it sounds awesome!

WANT TO SEE YOUR CAR IN VOLKSWORLD?

Then email volksworld@timeinc.com. Subject: Readers' rides

A fine pair of VWs we're sure anyone would love to have on their drive. We're digging the Texas Brown on the Split

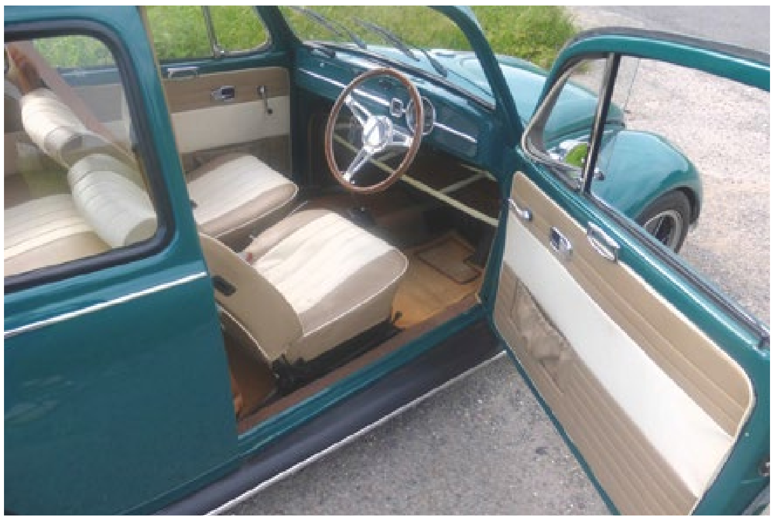
Neil Ives, 1967 Beetle and 1966 Split

This is my Java Green 1967 Beetle that I have had for about three years. It had been stored by the previous two owners for about five years and looks like it was only taken out to be MoT'd each year and then put back in the garage. I have had all four wings and the bonnet repainted and the BRMs refurbished. I stripped the roof rack back, had it power coated and replaced the wood myself, then gave the car a full service and am super happy with the results. It drives great and I really love the Java Green. It's an original deluxe model with matching numbers.

My other car is a '66 Split. I have only had it for a few months, but I'd been looking for a Camper for a while. It has a narrowed beam, straight axle conversion, 1600 with twin carbs and was originally from Austria and started life as an ambulance. I will be refurbishing the interior over the winter to get it ready for next year's shows.

I have been into air-cooled VWs for 20 years, since I was 15. Myself and my father rebuilt a 1303 from a scrapyard and I learned to drive in it. I have owned many air and water-cooled VWs since that, including a Bay Window I travelled around Australia in.

Looks like the old '67 has seen its fair share of work over the years. Wood rim looks like a Mota-Lita



Michael Herbert, '76 Fire Bus

Unlike most, this ex-fire Bus has been restored back to its fire engine guise. Cool.

I am VW mad and must be on at least my 50th classic VW. I'm lucky my wife and kids love them, too.

I've had countless Bay Windows, so when I had the opportunity to buy this fire Bus off my friend / mechanic, I couldn't refuse. It was looking a little neglected and had lost its appearance as a fire engine, so I removed all the non-original items (except the wheels – they are next to go once my budget permits) and sold them to recover some money. I then had all the graphics re-made with guidance from the fire department in Germany it came from.

The Van was made in April 1976 and its optional extras included communication systems, sirens and beacon, extra rust preventative treatment and deletion of deformation panel. It's painted in L256 fire truck red.

It was assigned to Landkreis Northeim Technical Centre in Lower Saxony and then to the town of Einbeck where it was stationed until 2000, before it made its way to the UK. I've managed to purchase a couple of period correct Hella beacons for it, so it looks more like a fire engine now. I had to change the lens from blue to orange as it's illegal to drive around with the blue one on.

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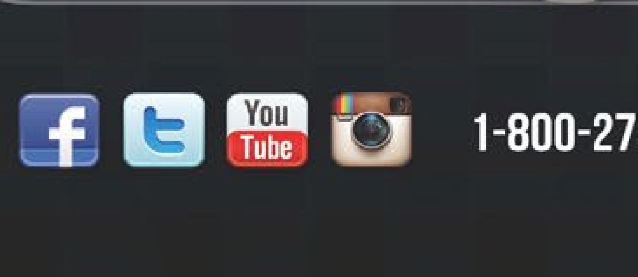

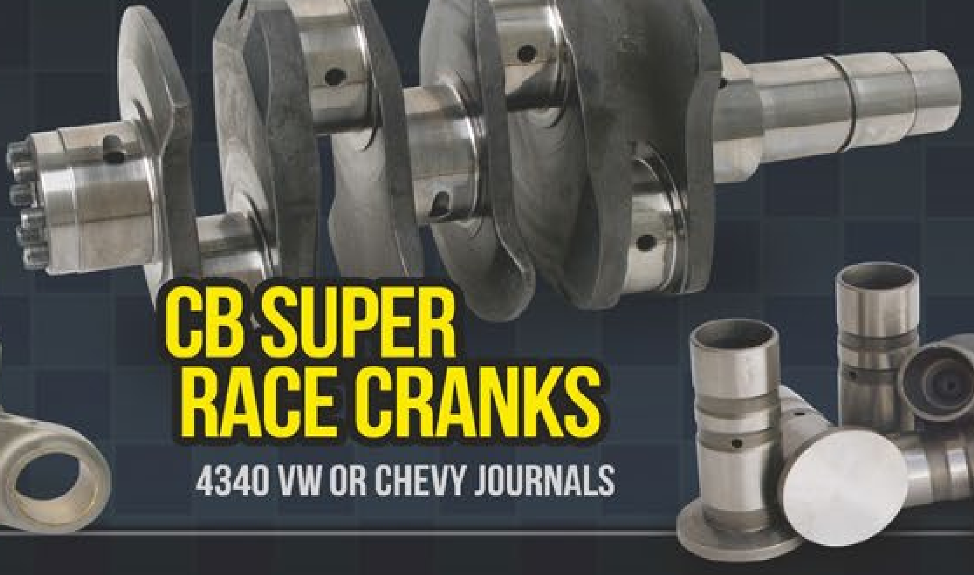

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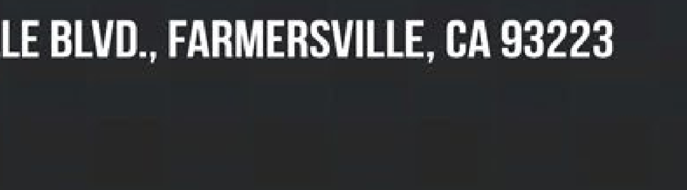

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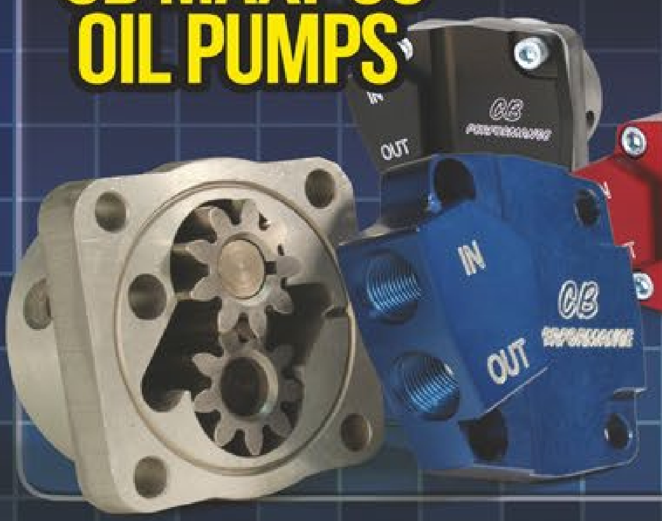

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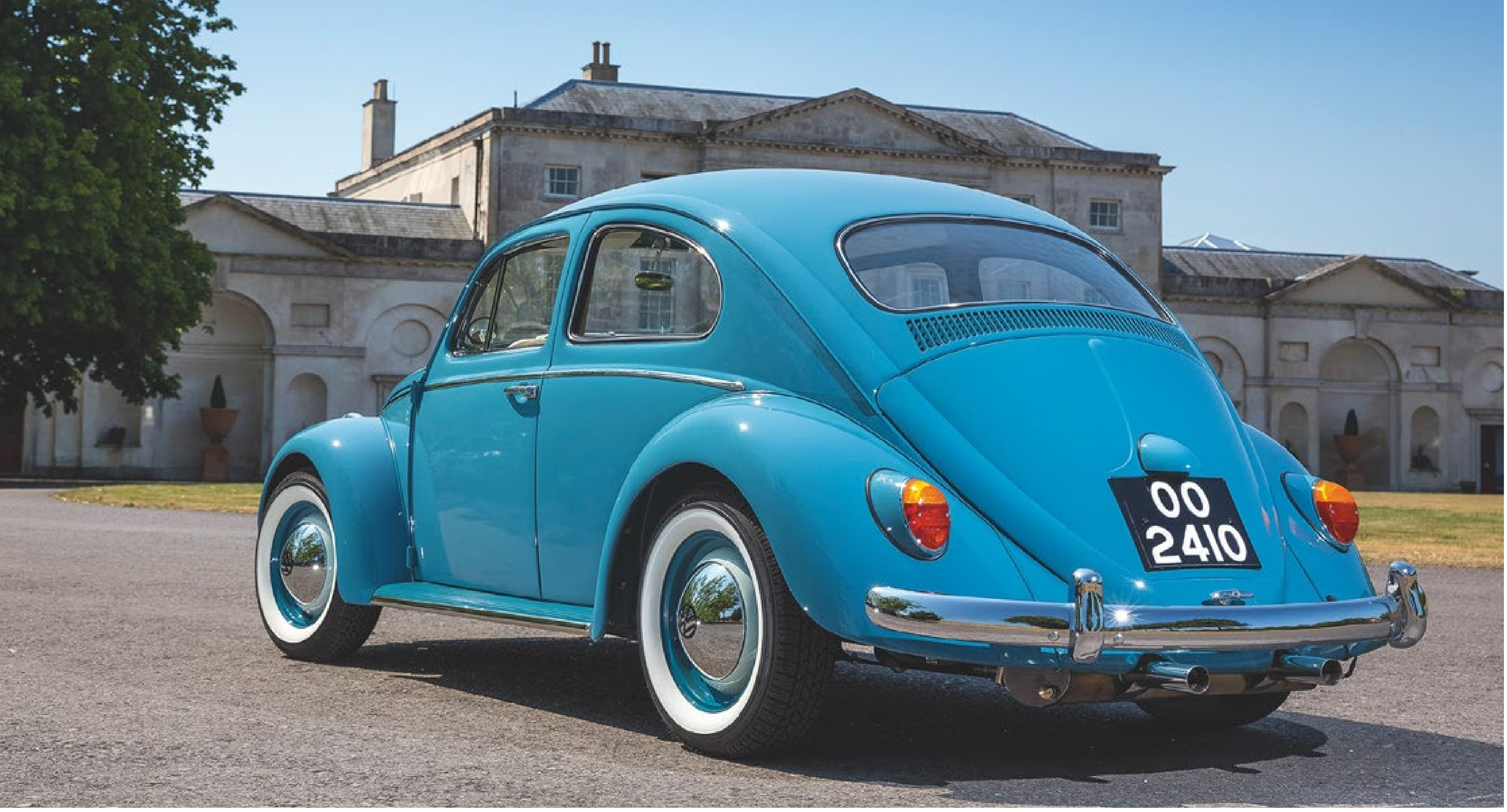
The element of surprise

Over 20 years after first getting into VWs, Mark Stewart set out to build his ideal Beetle. The result is a very individual car with an unexpected twist

Words Mike Pye **Photos** Dan Pullen

Having a dad he describes as a "total car nut" meant it was always on the cards that Mark Stewart would cut his driving teeth on something more unusual and, in 1992, a Beetle seemed the logical choice. Cheap to buy, easy to work on, fun to modify and with a huge, enthusiastic following. When it died soon after through a combination of lack of maintenance and 25 years of daily use, Mark was forced to make a decision. Lacking the space and skills to do the necessary work himself, he

>



There are many subtle touches on this car that you may not immediately notice, but one we particularly like is swapping around the factory colours on the wheels so the grey doesn't clash with the whitewalls

contacted Jon Deveraux at Small Car Specialties in Bournemouth and had him restore the Beetle for him, painting in a fashionable (at the time) bright, modern colour with earlier trim, a bubblegum pink interior and repro EMPI 5s. It was a tidy little car, warranting a feature in *VolksWorld* in June of 1995.

During this time, Mark was doing an apprenticeship as an aircraft mechanic and, when he had to move for a new job a short while after the magazine feature, he felt obliged to sell the car. His work kept him busy, and not really in a position to buy another Volkswagen, but he never lost his interest in VWs, not even during a four-year stint working as a mechanic in the British Touring Car Championship at the tail end of the '90s. "The way I see it, the cars you have when you first start driving are the cars you come back to. I was always going to have another Beetle, it was just a matter of when."

Now or never

That opportunity duly came along, just a little later than expected, in the summer of 2009. "I finally had a bit of spare money and decided it was now or never. I really just wanted to mess around with an engine, so the year of car wasn't critical. It had to be a UK right-hand drive car – I don't do left hookers – and it had to be a small window car, that was it really." Having passed on a '58 that needed a lot of bodywork, this '62 ticked enough of the boxes for him to reach for his wallet. "I think I only drove it three times before taking the engine out. I'd done a bit of transmission work in motor racing so I'm not scared of a gearbox, so I decided to take that out too to have a look at…" You can guess where things went from there.

> "I wanted to build a standard height car with a bit of performance"

Looking at the finished car now, it's clear this has been a well thought out project, but it's also clear Mark hasn't just slavishly followed trends. "I started looking around at what people were doing with VWs and came to the conclusion that 90% of the cars look the same – everything is lowered – so I decided I wasn't going to do that. I wanted to build a standard height car with a bit of performance. Something that could keep up with traffic, had decent brakes, a good sound system and slightly uprated suspension, but still looks like it came out of a 1960's film."

TECH INFO

BODY: Stock 1962 Beetle, Gulf Blue

ENGINE: 1914cc; CB forged crank; Scat I-beam rods; Scat lightened flywheel, all balanced by Stateside Tuning; Engle 120 cam; ported and polished VW 044 heads; 8.5:1 compression; Vintage Speed exhaust

GEARBOX: Rebuilt 1600

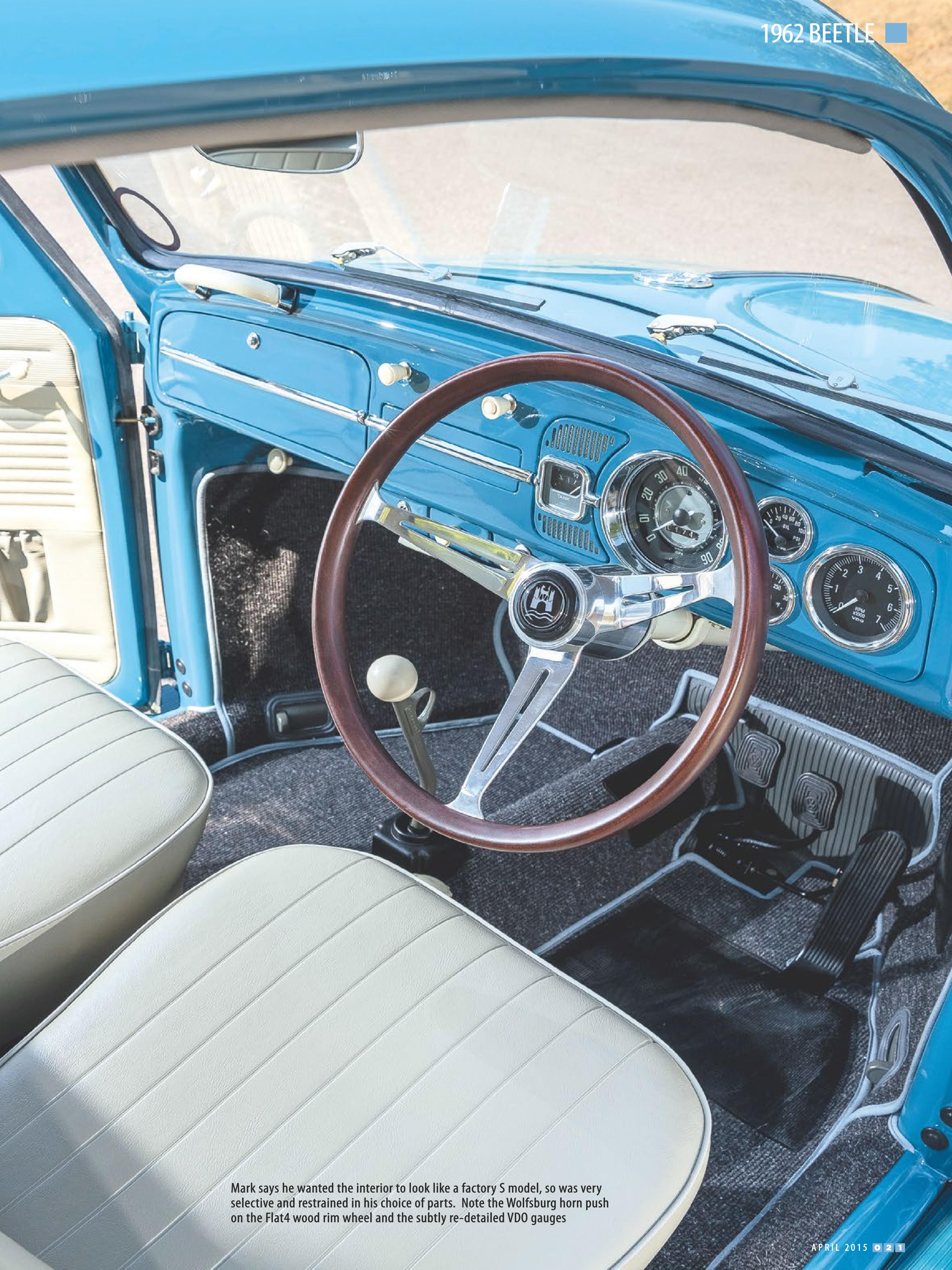
SUSPENSION: Uprated front anti-roll bar; camber compensator; CB disc brakes all round

WHEELS AND TYRES: Stock 5-lug steels; 185-15 Coker 2-inch whitewall radials

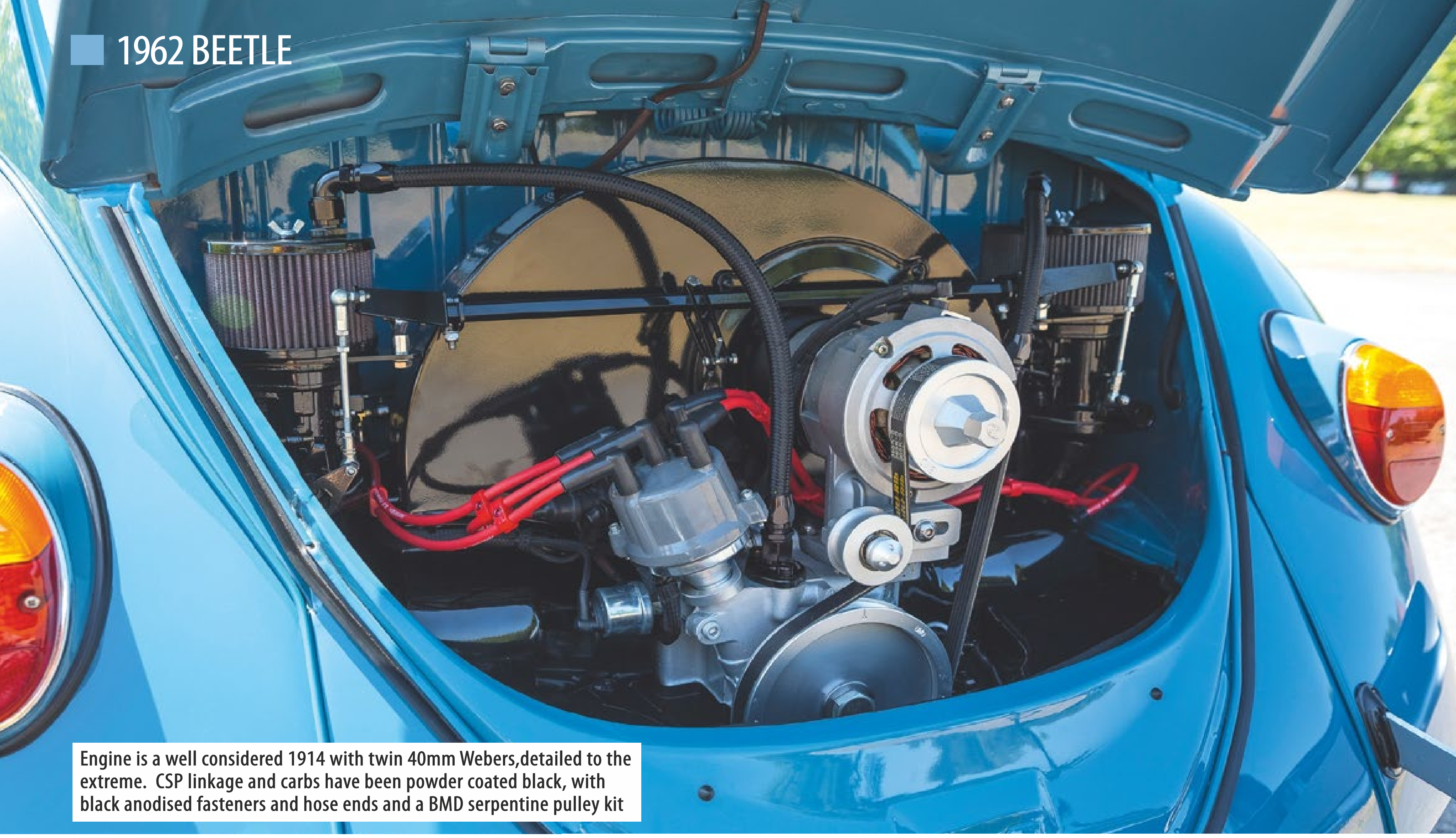
Stripping the car down it became clear it wasn't as solid as it had looked. The repair panels that had been used were poor quality and the work was mediocre at best. Mark needed somebody to rectify that, and his friend, Mark Cross, suggested another well known local VW lad, Andy Jewell. In a curious twist of fate, it transpired during the subsequent meeting that Mark had bought his old '67 from Andy all those years previous. What were the chances of that?

Andy agreed to re-do the repair work, which was extensive: front valance; spare wheel well; washer bottle area; front inner arches; heater channel bottoms; rear inner arches; rear bumper mounts; rear valance; bonnet and boot lid seal retainers. A replacement driver's door was sourced through Dave at the Split Van Centre, who also delivered a big order from Wolfsburg West at the same time. Andy then recommended Colin Ware at Kustom Kolors in Christchurch as the man to do the paintwork, and Mark says he couldn't be happier with the work they did, or the timescale they did it in. There was no decision to be made regarding colour for, as Mark put it, "I wouldn't mess with a car's colour these days, and besides, Gulf Blue is just such a great colour."

While the body was away being worked on, Mark busied himself with the floorpan – the area of the car that was of more interest to his mechanical mind. "It needed some small repairs around the jacking points so I bought myself a welder and had a go." When asked why he didn't then do the body repairs too, Mark laughed,



Mark says he wanted the interior to look like a factory S model, so was very selective and restrained in his choice of parts. Note the Wolfsburg horn push on the Flat4 wood rim wheel and the subtly re-detailed VDO gauges



Engine is a well considered 1914 with twin 40mm Webers,detailed to the extreme. CSP linkage and carbs have been powder coated black, with black anodised fasteners and hose ends and a BMD serpentine pulley kit

You can't see it but behind that dash cover is a modern 12-circuit wiring module. Tidy

Speedo was rebuilt in Hollywood, gauges in Hants

Coloured running board covers came from Wolfsburg West

Stock pedal assembly took a holiday to California for detailing

Bugpack shifter has been disassembled and painted in the stock colours. Cool, huh?

Headliner was done by Richmond & James in Waterlooville in a modern car material, and is absolutely lovely. Seat covers and cards are TMI

> “I didn’t want a race car, just something with a bit more pep”

Fatter anti-roll bar and camber compensator help limit roll in corners, while slightly wider radials put some useful extra rubber on the pavement

Modern stereo system is just one of the car’s numerous subtle upgrades, with the head unit fitted in the re-flocked glove box

“Oh God no, that’s professional work. My work was okay, but it’s underneath where people don’t see it!”

What he was more than happy to do, however, was strip and rebuild a late 1600 Karmann Ghia gearbox for the car and tear down the Vege engine it came with. Pete Roberts at Funkenblitz did the initial case machining work, but then one day when he was visiting his dad in Gloucestershire, Mark decided to pay Stateside Tuning a visit. “James was so helpful, and really understood what I wanted to do, so I ended up buying all the bits I needed from him and he did all my balancing work, too.”

Due diligence

After doing due diligence, Mark decided to stick with a stock stroke motor, but just increase the bore size and breathing ability. “I didn’t want a race car, just something with a bit more pep. I was advised if I built a stroker, I might end up having to cut the body to get it to fit, and I didn’t really want to do that. James advised me on parts and I suppose I just bought the best stuff I could afford at the time.”

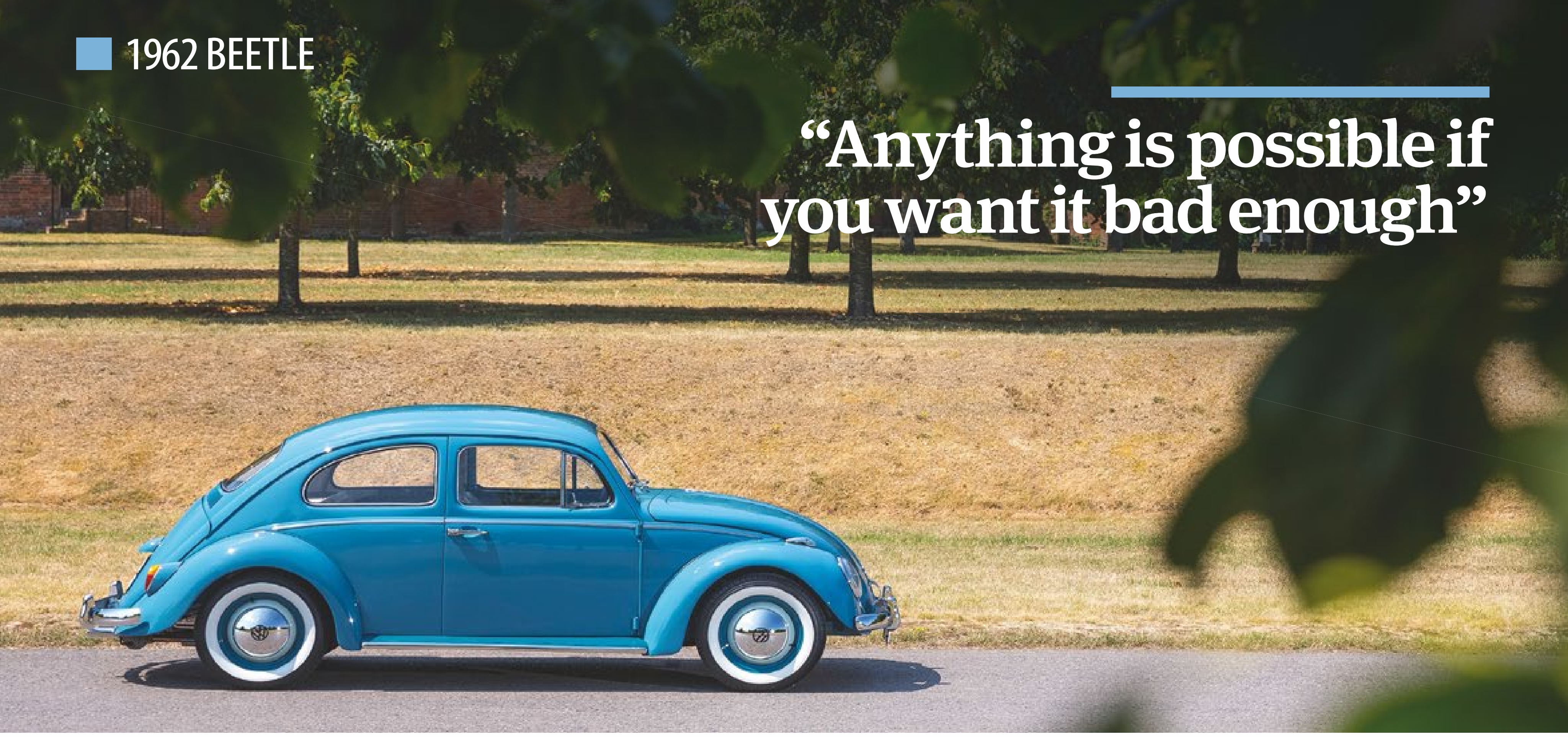
The carbs are an interesting one, being Italian-made Weber 40IDFs with 44IDF internals. Some internet buffing suggests these uncommon carbs were originally used on Alfas but Mark, and one or two other people in the States he has found that run them, reckon they work a treat on a VW. He didn’t just bolt them on though, oh no, he took them down to, as he put it, “the bare bollocks” and paid a visit to his local powder coaters. “You sure?!” they asked incredulously. “Yep,” Mark replied and, having ascertained they were prepared to do the work, proceeded to make up a series of intricate metal blanking plugs and covers to ensure they would still function again afterwards. “I just wanted everything to be black in the engine bay,” he says of this particular bit of madness. “Thinking about it, there’s not much I just bought and bolted on. I guess I just like making work for myself,” he laughs. That work extended to making up a complete new wiring loom, which Mark glibly says was easy, apart from feeding it through the cant rail, and his decision to use a modern kit car 12 circuit wiring module is inspired. “It came with modern fuses and all the necessary

BEHIND THE WHEEL

“It goes alright. I’m quite mechanically sympathetic and I don’t drive it like a race car, but it’s fast enough to scare you and, once it gets up to about 100mph, that’s when my bum goes!

“I think the combo of that engine size [1914cc] mated to that gearbox [late 1600 Ghia] gives the best of both worlds in that it’s docile around town and with plenty of torque when you put your foot in. But once you hit 3,200-3,500rpm the cam comes in, the exhaust note hardens and it really flies. You have to concentrate though as even though the suspension is uprated, it’s still a stock height, swing-axle car. On country lanes it’s lovely, it just glides along and let’s just say you’re not holding anyone up. It stops great with the disc brakes, too.

“The best thing about it though is nobody realises it’s got a big motor in it. If anyone asks how fast it goes, I just reply, ‘As fast as your car’, and smile.” ■



“Anything is possible if you want it bad enough”

relays and was really easy to use. I’d recommend it to anyone.” Another neat touch is the use of a common earth pole behind the dash, putting an instant end to trying to trace errant earths around the car, or those ugly self-tappers for that matter.

Tuning for speed

“I read up and the first thing people said to improve the suspension is to fit was a camber compensator, so I put one of those on. Then you really need a thicker front anti-roll bar too, so it got one of those as well. I suppose I could have gone for Koni reds but, as the car is stock height, I thought I’d try it with standard shocks, and it seems to be fine.

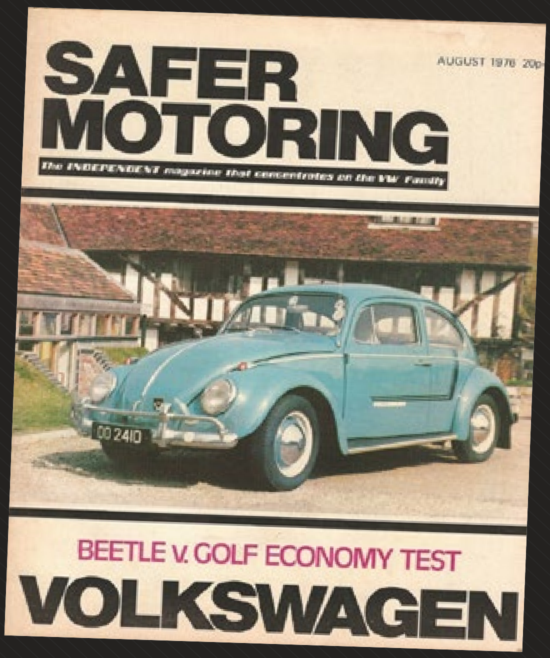
“Having swapped the stock disc brakes for drums on my first Beetle, I was always going to fit discs on this, and chose CB ones as they were cheaper. With a Mk1 Golf master cylinder they work great.”

When it came to the interior, Mark had no hesitation in ordering up a stock TMI interior kit, but stopped short of fitting it himself, instead entrusting the work to local company Richmond & James. He did fit the carpets and mastermind the intensive detailing of the interior components, with a specific goal in mind. “I wanted the interior to look like a period S model, so I only changed what I felt would have been done on a car like that – the steering wheel, shifter and a couple of extra gauges.” The detailing work though is extraordinary. Mark took the gauges apart and subtly modified them, dismantled and re-glassed the rear view mirror, sent the pedals to Pedalwerks in the US and the speedo to North Hollywood Speedo to be rebuilt. In fact, every single sub-assembly on the car was taken apart and rebuilt, the only exception being the footwell dip switch, while every nut and bolt on the car was either re-plated or replaced with stainless versions.

We’ve saved the best bit of the story until last though. Once the body came back from paint, it went into a lock up with no power, no lights and four miles from where Mark lives, so beyond the scope of even the most generous of extension leads. “I could only work there in the daylight, and when it wasn’t raining, with a bucket for a toilet,” he remembers. “I guess, if nothing else, that alone proves anything is possible if you want it bad enough.” ■

Thanks: Andy Jewell, Alex Taylor at Defcon 3, Colin and crew at Kustom Kolors, Chris at Transportacar Gosport, Calmac Metal Finishers, Graham at Richmond & James, James at Stateside Tuning and a big thanks to dad, mum, Karen, Bish and Evette.

THE WAY WE WERE



SAFER MOTORING

AUGUST 1976 20p

The INDEPENDENT magazine that concentrates on the VW Family

BEETLE v. GOLF ECONOMY TEST

VOLKSWAGEN

> Check the reg. no. Yep, it’s the same car, cover star on the August ’76 issue of *Duller*, sorry, *Safer Motoring*. Note the car wore towel rail bumpers back then and some rather natty side stripes. Some time after this, thought to be in the early ’90s, it was given a typical restoration of the time. This time round it’s been done properly

SIX-T-SEVEN

^> Not the same car, but we couldn’t resist showing a picture of Mark’s old ’67 Bug as featured in *VolksWorld* in 1995, resplendent in Vauxhall Rainbow Blue with early panels, fake fives and a pink interior. Bang on trend then, but how things have changed, eh?

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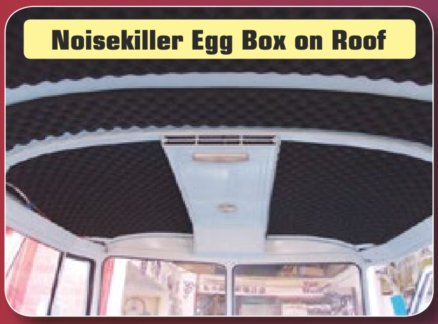
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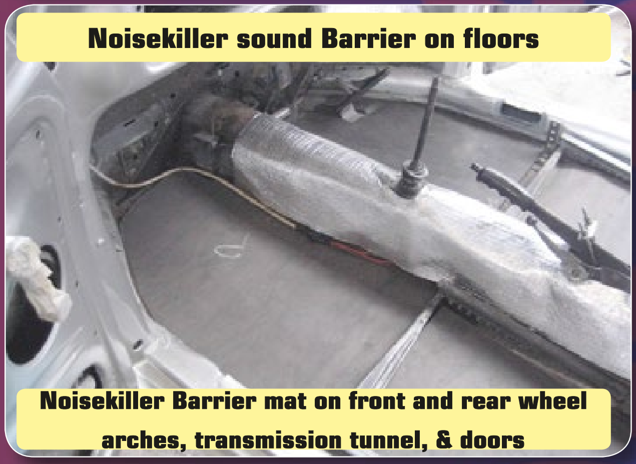
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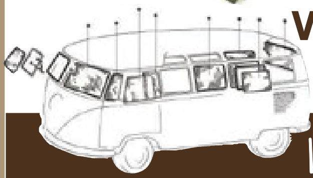
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Quick brew

Late Bays on 17s rarely sit this well. Throw a 2276cc torque monster into the recipe and this is proof Campers really can be built to boogie

Words and photos James Wallace

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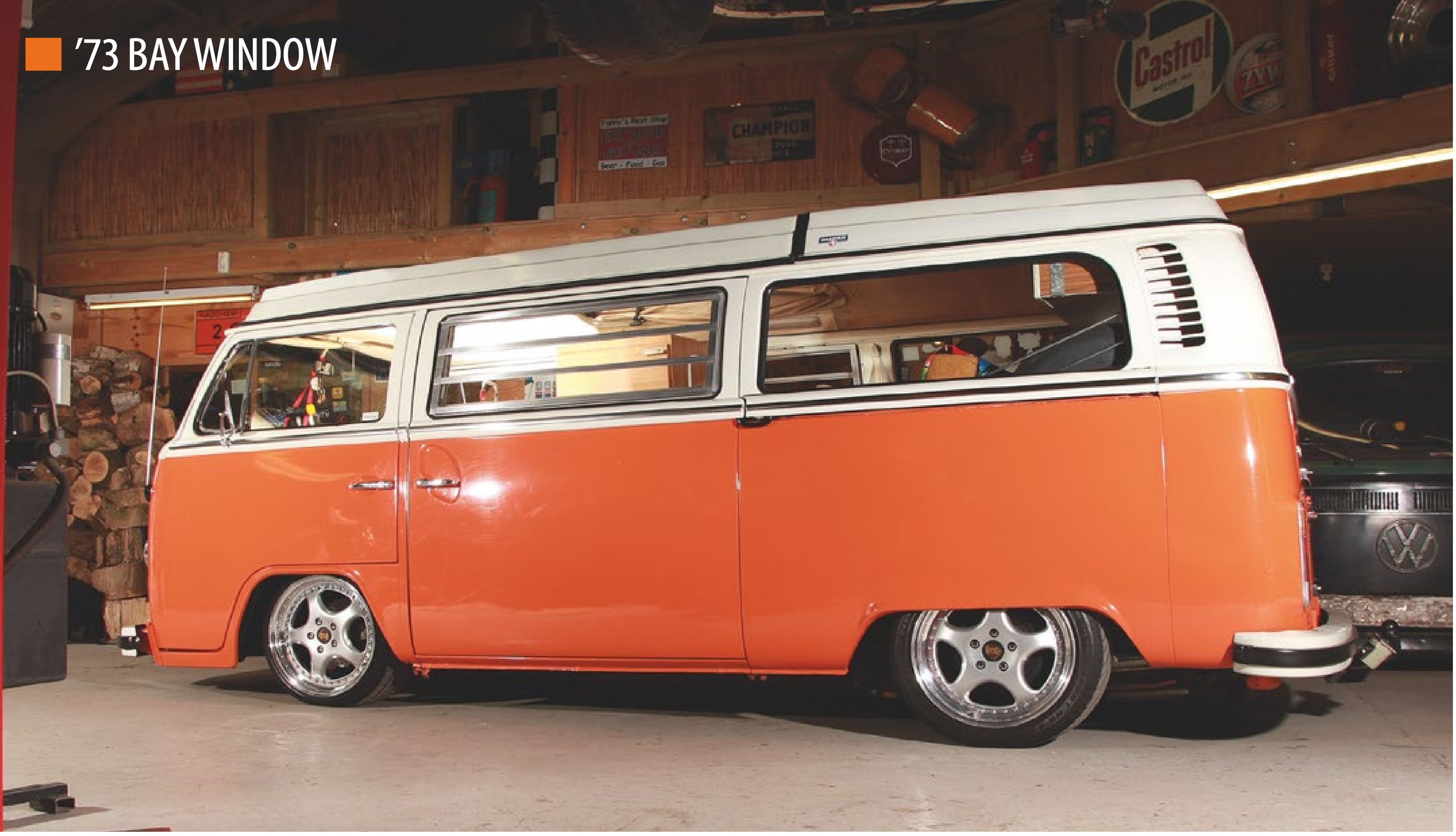


You don't often see a purposeful, nose-down stance and 17-inch splits on a Bay Window Camper but, you know how it goes, it only takes one person to do it right and the rest will surely follow…

For the last 20+ years, Mark Prosser has been plying his trade as Autotechniks, Type 2 Performance specialists. His reputation for performing bad-ass burnouts precedes him wherever he goes and, if you've ever had the good fortune to attend the European Bug-In at Chimay in Belgium, you'll be fully aware of the tyre-shredding prowess of virtually every Bus that leaves the quiet countryside surroundings of Autotechnik's Epsom, Surrey HQ. Mark is a man of few words generally, preferring instead to let his ETs do the talking, and paint a picture of the sort of performance that's achievable in a well sorted Bus with all the right bits. "Our engines tend to start at 2.3 [litres] if a customer wants to visit us," he tells us with a slightly demonic tongue-in-cheek demeanour. And that's no throw-away comment either. As we've come to expect from business partners Mark P and Matt Brown (the Brown in Brown's Breathers), these guys don't mess about when it comes to upping the mechanical ante on old Hanover tin.

"These guys don't mess about when it comes to upping the mechanical ante"

However, this '73 Westy wasn't a customer's car at all, rather a bit on the side, as it were, for the boys, a project they could tinker with when they had a bit of spare time. That goes some way to explaining why it has spent three years evolving into this very useable, practical even, high-performance specimen.

"We call it our spare Bus," laughs Mark, following that up with, "It's actually my son, Mark's. We'd been going to shows for years and always had a spare Bus kicking around that he'd get to drive along with us, but eventually the time came when he needed his own wheels and a bed to call his own when pitching up at a show in style. He's 6ft+ now and needed something cool to pedal along to the Euro shows and drag strips with us. When this one came up at a good price it gave us an excuse to build up another cool shop Bus to act as a bit of a test bed for the engines we bolt together. I don't believe in sending anything out without having ironed out all of the niggles first."

TECH INFO

BODY: 1973 Late Bay Westy; stock body in Pastel White / Brilliant Orange
INTERIOR: Westfalia Campmobile; rice sack and Mexican blanket trim; Eberspächer heater;
ENGINE: 2276cc (82 x 94) Type 1 motor; Auto Linea super race case; Scat Super D heads (42 / 37mm valves); H-beam rods; Engle FK10 cam; Scat 1.4:1 ratio rockers; straight cut cam gears; dual 48IDF Webers; 1⅝inch CSP Python exhaust
GEARBOX: VW 091 gearbox with 2.0-litre ratios and 0.88 fourth, 4.56 final drive
SUSPENSION: Modified CE 4.5-inch narrowed front beam converted to Avo coilovers; notched chassis rails; modified spring plates; horseshoe plates

Quarter pounder

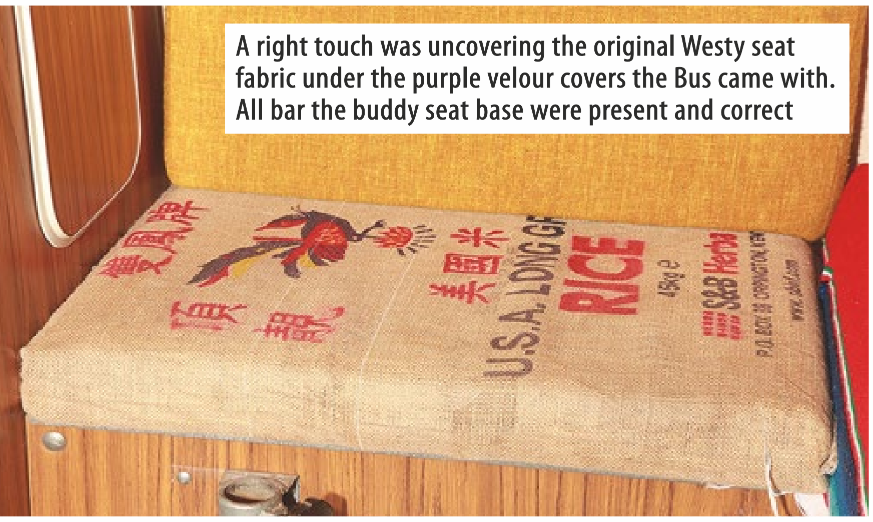
Now, as one of, if not the first, in the UK to propel a Bay Window Bus down the quarter mile in under 14 seconds (13.5 to be exact), Mark's no stranger to whacking extremely capable air-cooled motors in the back of the least suspecting Buses, but this one took a different turn to begin with as, initially at least, power was the least of his worries. "We found the Bus through a customer of ours who'd gone out and bought his dream Samba 'shell that we then built the engine for. This was his own personal Bus but, after some engine troubles, it was gutted of its powerplant and 'box and slung in his back garden. I actually went to look at it three years before I owned it and it was being used as a shed to keep his tools in," Mark recalls. At the time, it was painted an awful aubergine colour and all of the interior was trimmed or flocked in purple velour. "It was a proper old man's Van and wasn't what we wanted at all, but the price was good and all of the original Westy interior appeared to still be in there, albeit loose and floating about." Despite the purple nasties, the boys decided to recover the Bus back to HQ and, just three days later, it was slammed over a set of fake Fuchs and rolling up to Shakespere County Raceway with a 1679cc motor in the back.

Berg shifter and sports steering wheel highlight the true purpose of this Bus

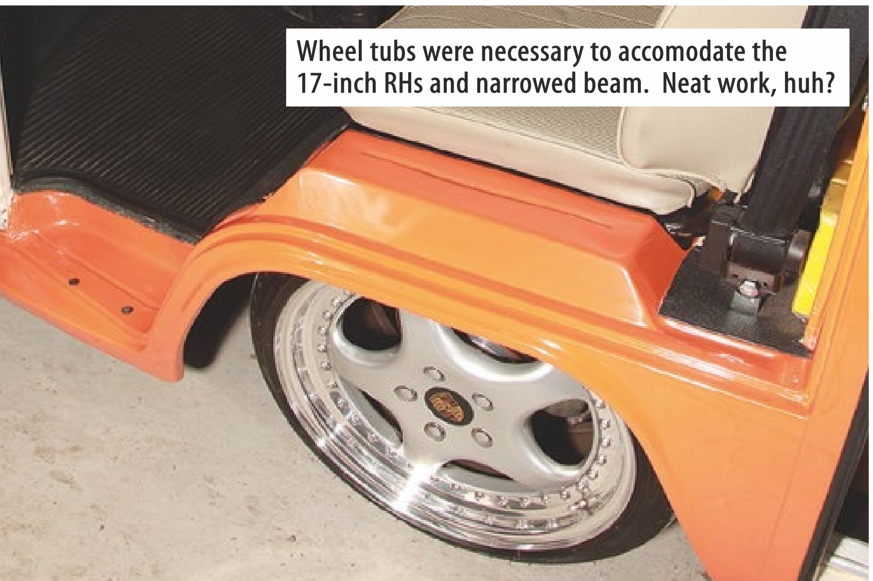
Usually we'd say a rev counter in a Bus is pointless but, believe us, this Auto Meter memory unit gets regular use

The Autotechniks guys put a lot of miles on their Buses in a season, and a cheery Mexican blanket seat cover brightend up the drab stock interior

Original Westy Campmobile interior has survived remarkably well, and still gets regular use at shows



A right touch was uncovering the original Westy seat fabric under the purple velour covers the Bus came with. All bar the buddy seat base were present and correct

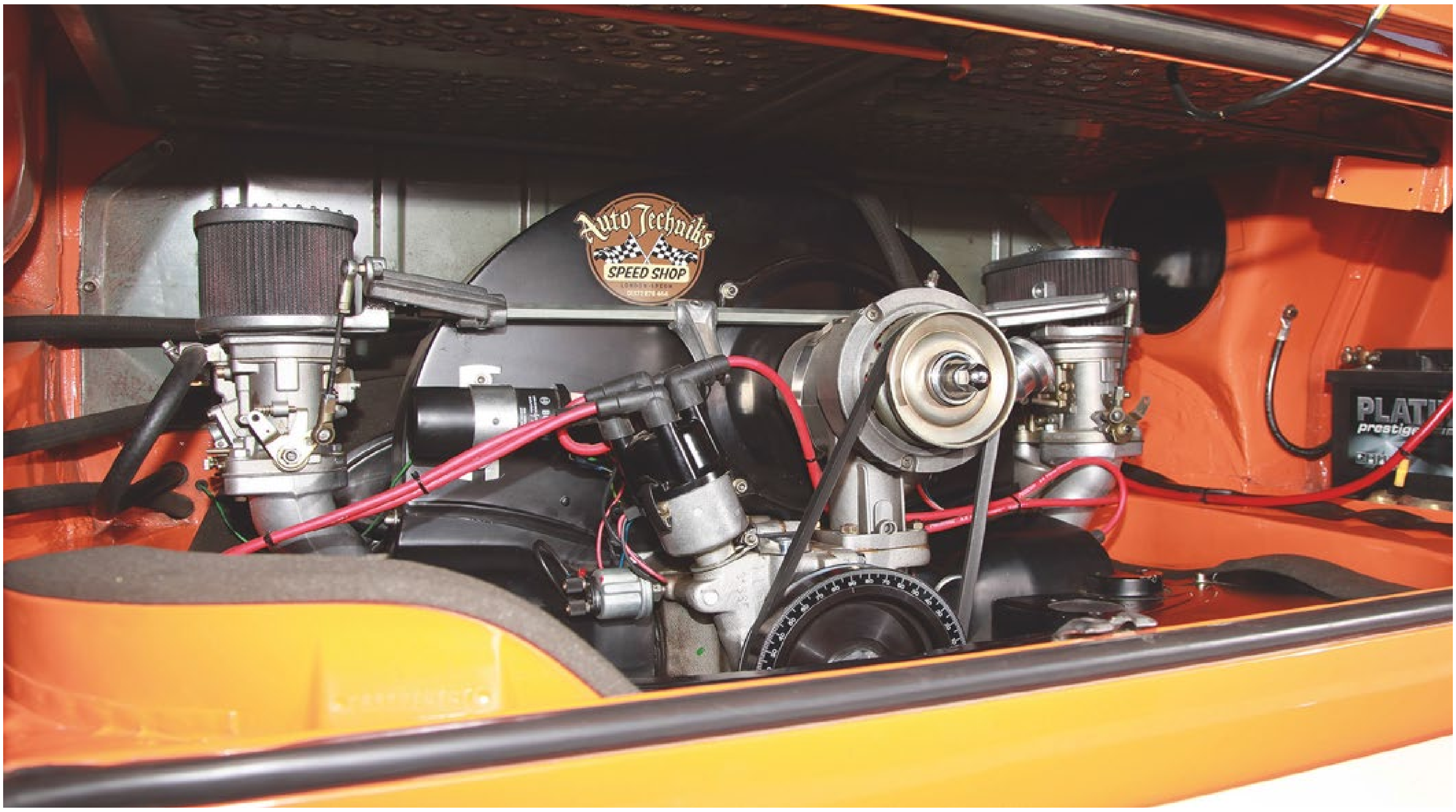


Wheel tubs were necessary to accomodate the 17-inch RHs and narrowed beam. Neat work, huh?

Sectioned seat bases mean you still sit at stock height in the tubbed cabin, though your bum may mourn the subsequent lack of padding

WESTFALIA
Castrol
CHAMPION

“At about 120mph it starts to outrun the capabilities of the Bus”



^ 2276cc mill knocks out 190bhp - more than enough for a Campervan!

> As well as being the other 'arf of Autotechniks, Matt Brown (not his brother, Gloss) is the man behind Browns Breathers

∨ 7.5 x 17-inch RH ZW1 wheels in 5 x 112 Merc PCD are not your usual Bay Window wheel, but we absolutely love 'em

Browns Breathers

The following winter saw the Westfalia Campmobile interior evicted once again to gain access to the lower half and assess the state of the metalwork. Though it looked far from pretty on the outside, Mark and Matt were pleased to find when they took the lower half of the Bus back to bare metal it was surprisingly sound, especially considering its occupation over the last six years as a garden shed! The only major remedial work necessary was both outer sills. "A few other odds and sods needed sorting – dings, dents and a couple of little patches of rot here and there, but it really wasn't that bad," says Mark. "It had obviously been on the receiving end of a high quality restoration using original VW panels, genuine arches and an import sliding door some years before we got it. So what you see now is really it's third incarnation."

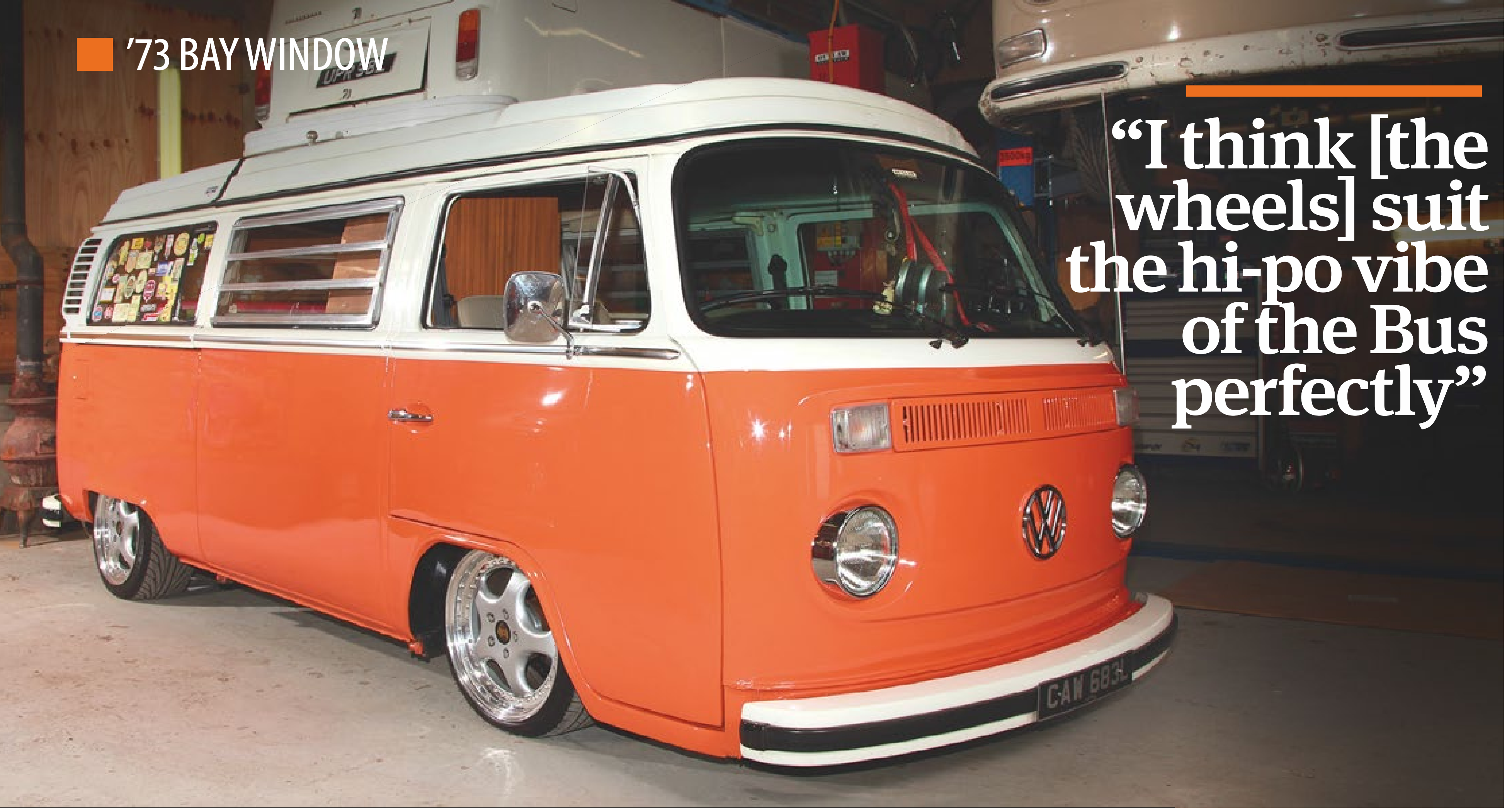
With the lads having prepped it ready for paint, including taking the front-hinged, glass fibre, Westy pop-top back to a raw GRP state, a new coating of Brilliant Orange [L20B] and Pastel White [L90D] was dusted on by Phil Norman at Brickfield Autos when he was based just down the road in Croydon.

Striking gold

It wasn't until Mark started unpicking the stitching on the god awful purple interior that he really struck gold, or at least orange: "All of the original Westy fabric was still intact, bar one cushion, and it was in good nick, too. So underneath the purple atrocity, it was a right result. With a steam clean the fabric came up really well, but the thick purple shag pile carpet had to go."

For stage two of the Bus' evolution, the Bay was put on a set of Cosmics and the engine rebuilt again, and again, and again, each time the capacity being upped to test another combination of parts, from 2110cc to 2165cc to 2180cc. A new pop-top canvas was also added at some point to inject a new lease of life into the once bleak and gloomy interior.

It's the third stage of the build, however, that brings us bang up to date, and that took effect over the course of six weeks towards the tail end of 2013. Though Mark says now the Bus has "evolved gradually", it's clear to us there was a master plan all



"I think [the wheels] suit the hi-po vibe of the Bus perfectly"

If we had to pigeonhole it, we'd call this a German Look Bus, and there ain't nothing wrong with that

along, and it was the acquisition of a bead roller for the shop that saw the next part come to fruition. The new tool allowed the boys to introduce those oh-so-sweet 2.5-inch wheel tubs that protrude so elegantly into the cabin space. "We bought it especially to have a go at making some tubs ourselves, and we're glad we did," says Mark enthusiastically. The front seats themselves have had their bases re-worked so the driving position remains close to how VW intended. The reason for such modification is clear when you clock the rather new wave RH split rims that conceal single piston early Porsche 911 M calipers that clamp a set of cross-drilled Late Bay discs up front. "I got the wheels on eBay," Mark explains. "They're 5 x 112 so probably off a Merc, but once I'd split them, polished the dishes and re-sealed them they came up like new. I know not everyone will like them, but I think they suit the hi-po vibe of the Bus perfectly and give it real attitude, especially with the nose-down stance."

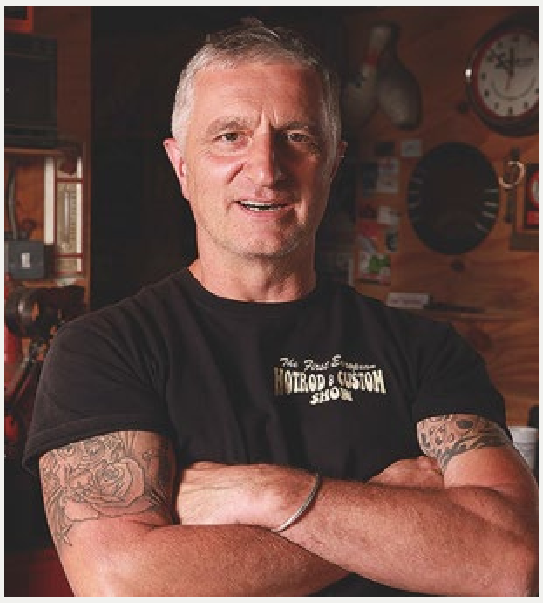
Infinite adjustment

Ah, that stance. It starts with a Creative Engineering 4.5-inch narrowed beam that has been converted by the lads to run Avo coilover shocks (with specifically tuned spring rates) and dropped spindles. Doing this means the beam no longer has torsion leaves and minute height adjustments can be made with a conventional c-spanner. As you might imagine, those adjustments have been infinite, so all Mark could say is that it's, "about as low as I'd ever want to go with balljoints." All we'll add to that is that with 205/40-profile rubber up front and 215/45s out back, there's not much added give from those sidewalls. At the back, the Bus features notched chassis rails and initially standard adjustable spring plates, but Mark says they pulled the back wheels into too much negative camber, so they've since been swapped for some mildly notched stock spring plates and extra low horseshoe plates, which has helped the rear wheels to stand up to attention in the arches.

All this chassis work was in preparation for one thing, and that's with the 190bhp party trick out back. After all, this is what Autotechniks do. It all begins with an Auto Linea ali case that's been tapped for full flow oiling. Mating 94mm forged Mahle pistons, H-beam rods and an 82mm stroke Scat forged crankshaft give a capacity of 2276cc. A pair of Scat Super D cylinder heads, with additional Autotechniks' fettling, leads to an engine that was still making power all the way up to 7,500rpm on Vee Dub Racing's rolling road. "For me, you can't beat big cc engines in Buses," says Mark, "it's all about the torque. This one will happily sit at 80mph at 4,000rpm and, realistically, it'll give better mpg than a stock 1600 as you're not killing it to cruise comfortably at that pace." It helps the Bus also has a later ('76-'79) 091 gearbox with a leggy 0.88 fourth gear and 4.56 final drive, too. Of course, when the hammer falls and those dual 48 Webers start a-sucking, this Bus will start to drain your tank, and your bank, rather more quickly, but then what do you expect? "It's got a whacko torque figure on it as well, but at about 120mph it starts to outrun the capabilities of the Bus, and usually the balls of the driver, you know what I mean?" says Mark, grinning.

It's often said when you're good at something you make it look effortless, and when it comes to heavy-hitting, air-cooled VWs we reckon Mark's got it well and truly sussed. Now, could this be the first Bus to do a sub-14 second quarter while someone's in the back making a cuppa? ■

BEHIND THE WHEEL



Mark's no stranger to nippy automobiles, there's always a handful of cool 964s and rapid Scoobies hanging around near his workshop, but his heart remains with VWs. "You can't really compare a fast Bus to anything else." he says pragmatically. "They're 40-years old and they always feel it, especially above three figures, but nothing beats the feeling of pulling up at the lights next to the average salesman in the average rep mobile. All they see is a chipper-looking Campervan but, when you edge off and they can't keep pace, that's when it all makes sense." ■

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I like crocodiles and sausages

First time air-cooled owner and one-man car killing machine… He's also fond of reptiles and pork products

Words Steve Parsons **Photos** Dan Du Crôs

Many features in *VolksWorld* begin with a story of how the owner longed to own a Volkswagen, and how their love and passion for old German steel runs through their blood. But this one doesn't. This is a story about a 28-year-old chap called Simon Meakin, and his love of wrecking any old piece of crap he could buy for less than £500.

At the time, Simon was working as a tractor driver digging holes for land drainage in fields around his hometown of Wem, Shropshire, so he got his kicks by buying old motors and ragging them into the ground. "If I could get the car past two days of ownership before it was bin fodder, I'd feel like I got my money's worth from it," he laughs. So, it will come as no surprise to hear that, even at his tender age, Simon has owned / destroyed no less than 38 cars in his 'career' to date.

But then he met Katie… Katie works at first class restoration shop, Creative Coachworks (www.creativecoachworks.co.uk), in Wem, and is the daughter of the owners, Alan and Christine Sutton. Becoming part of this VW-obsessed family, there

was only one route he was likely to take. His subsequent employment at Creative, and his initiation into the beautiful world of Volkswagens, began in 2009, but it was still a few years before he decided an air-cooled VW was the car for him. "Having become immersed in the air-cooled life as a result of where I worked, and the people I spent a lot of time with, I finally decided in 2013 I really wanted an early Beetle," Simon recalls.

The story of how this car became Simon's begins with a 'phone call Alan received from a friend about a Beetle for sale in London. The information was sketchy, and all he was told was it supposedly had an oval rear window, a sunroof, and was beige. Admit it, you'd follow that up, wouldn't you? As you can see from the photos, the car turned out not to be a Prairie Beige Oval ragtop as hoped, but rather a Seasand (L568) 1966 1300 Deluxe. Hence why Alan got the call. "It took me two days of constant badgering and a promise I wasn't going to just repair it and flip it before he would pass on the exact details," says Simon, but eventually a deal was struck and, in December, the car was trailered to Shropshire.

Horrible histories

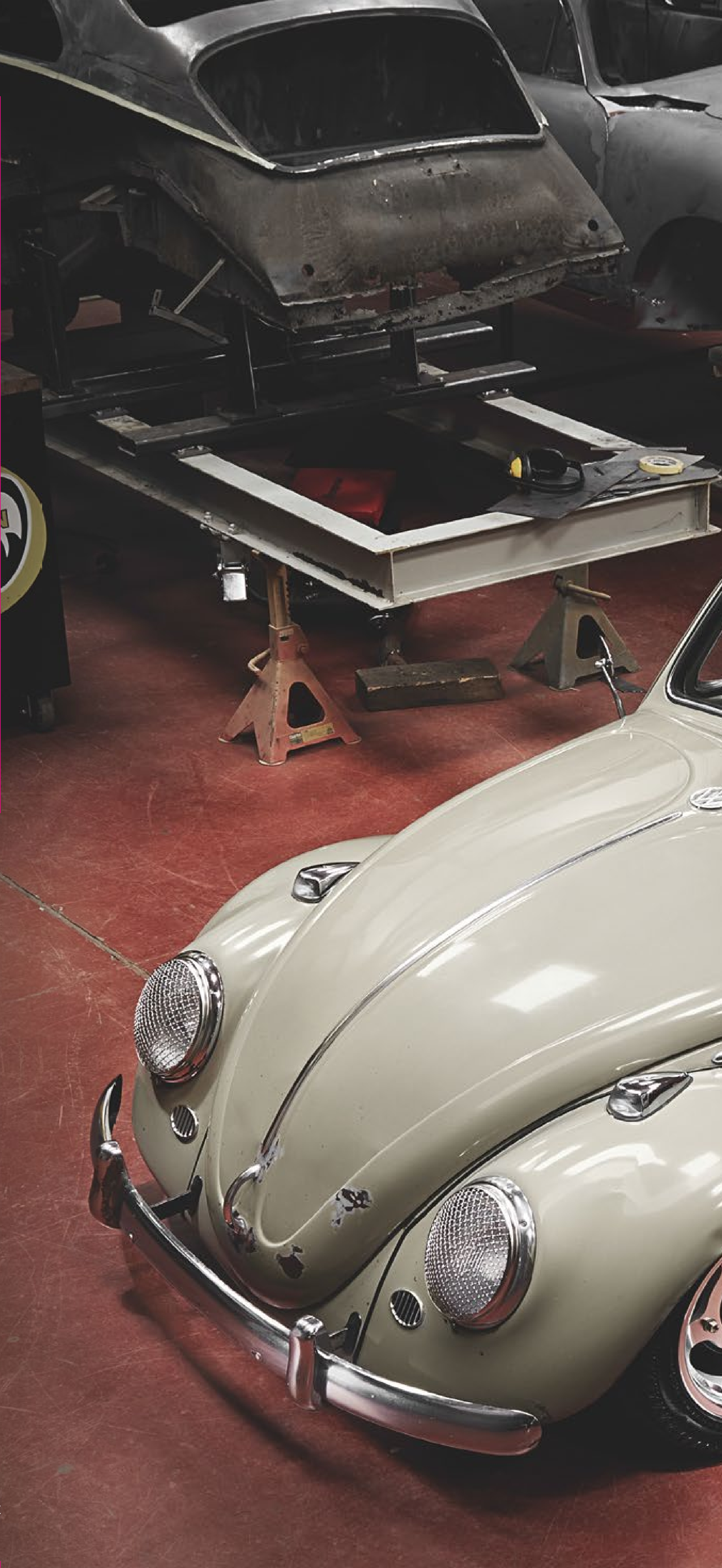
As soon as they were back, Simon wasted little time in investigating his first dip into air-cooled ownership. Initial impressions were okay, though it was clear the car had been repaired – badly – in the past, but when the running boards were removed the whole sills came off with them. In the end, the list of panels is pretty standard for a UK car, and could most easily be summed up as simply the bottom six inches. "I didn't recorded the time I spent repairing the Bug, but I only worked on it at weekends and the odd evening after work," Simon recalls. Nevertheless, the main bulk of the welding work was completed over the Christmas break of 2013 when the workshop was closed, which proves he didn't hang about. Simon: "The car hasn't been restored in the true sense, but repaired where necessary to a safe and useable standard and in a way that ensures the work won't have to be re-done any time soon." With the body now solid again and the paint sympathetically blended into the old paint by his own fair hands, the real fun could begin.

When Simon first began appreciating air-cooled VWs, the style he was drawn towards was Cal Look. "I couldn't see the appeal in having a car that looked like the rear axle was broken, I was drawn towards the more nose-down style." However, as you can see, he has since changed that opinion. First off, a Just Kampers four-inch narrowed and adjustable balljoint beam was wound down as low as it would go, then coupled with dropped spindles for extra lows. At the back end, they fitted adjustable spring plates and tweaked them by two splines to achieve the desired look. To even out the bumps, Bugpack lowered shocks dampen the front, while Austin Mini rear shocks with modified bushes take care of the rear. Stopping power is standard drums up front, but narrower Oval drums on the rear to reduce the track so Simon could run the rims he had in mind.

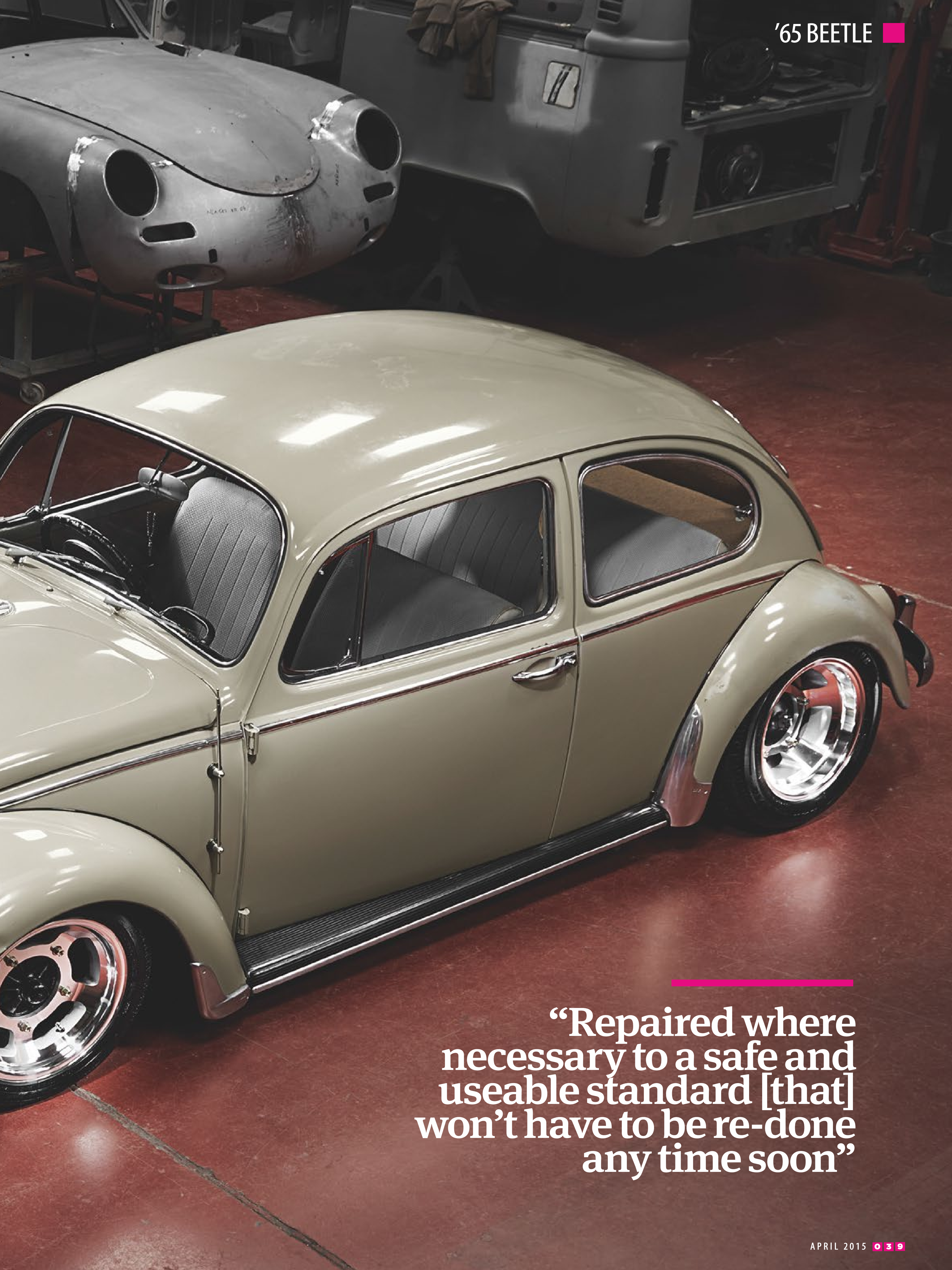
With the stance sorted, things could proceed in the cabin area. The dash was still in a great unmolested state, so nothing was

TECH INFO

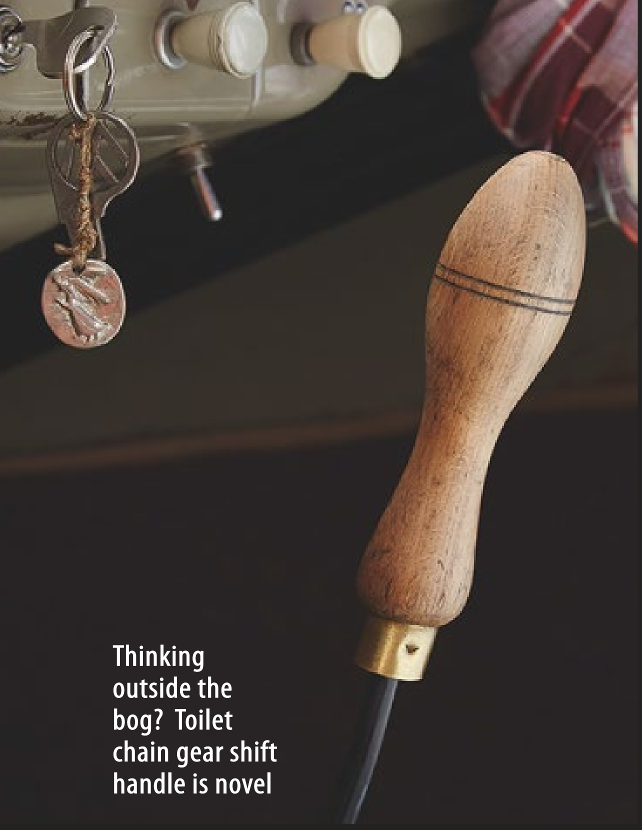
BODY: Stock 1965 Beetle, L568 Seasand
INTERIOR: Stock '67 Beetle seats, custom re-trimmed tweed door panels
ENGINE: AB code 1600 twin port; ported and polished stock VW heads, Scat C25 cam; full-flow oiling; Weber 40IDFs
WHEELS AND TYRES: EMPI Race Trim alloys, 4 x 15 and 6.5 x 15 with145/65 and 185/65 tyres
SUSPENSION: JK 4-inch narrowed beam; dropped spindles; adjustable spring plates; Bugpack / Mini shocks; 2 outer spline drop



It's all about the stance and wheels which, in this instance, are EMPI Race Trim alloys – 4 x 15 and 6.5 x 15 with 145/65 and 185/65 rubbers



> "Repaired where necessary to a safe and useable standard [that] won't have to be re-done any time soon"


Thinking outside the bog? Toilet chain gear shift handle is novel

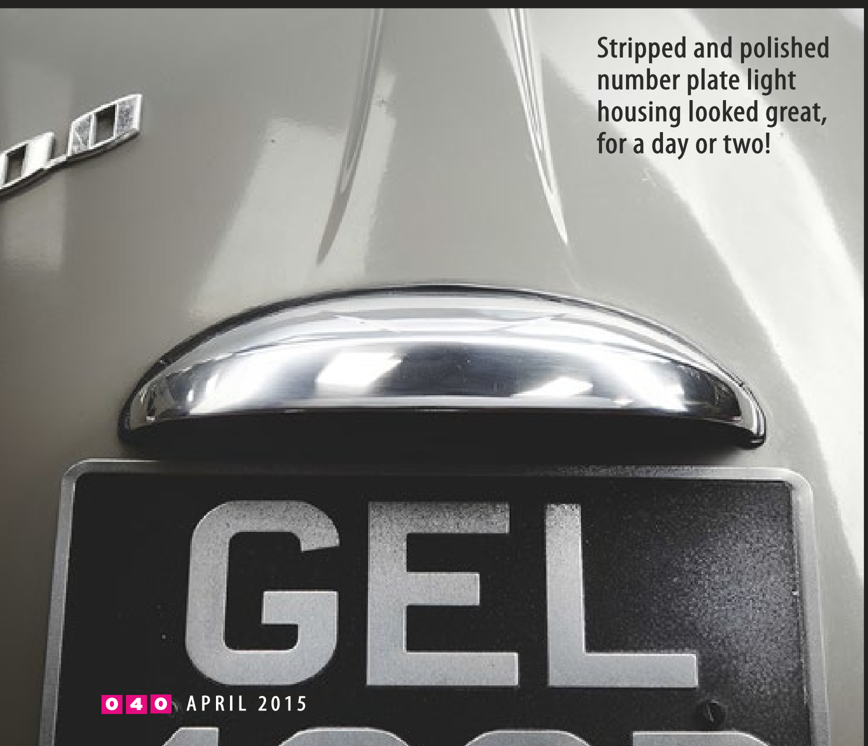
Homemade full-circle horn ring is inspired. Old rag on the column is model's own

Buffers will note the seats are out of a '67 model…

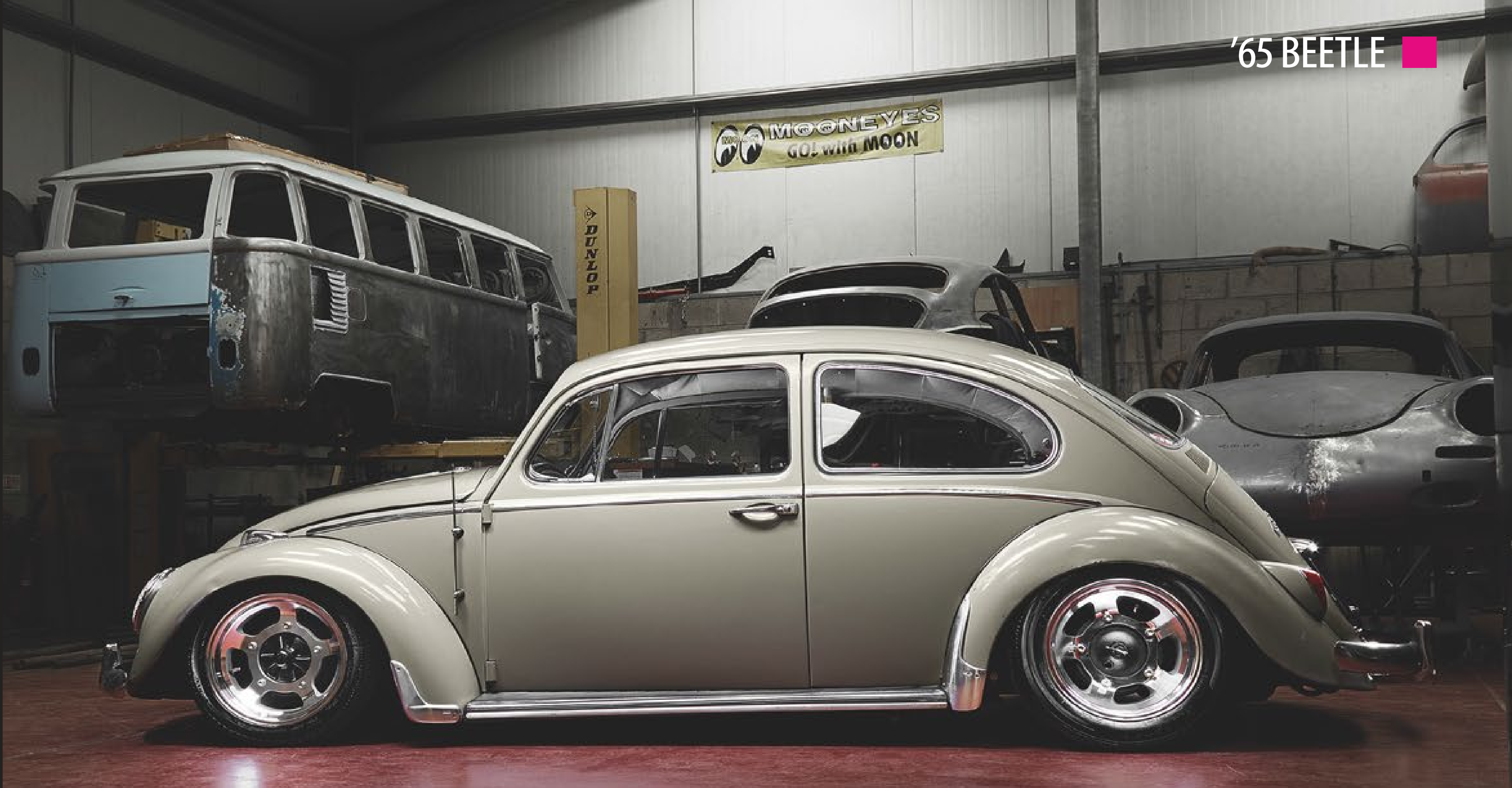
Do you want a flake with that?

… but the gorgeous tweed trim panels were made in house by Christine at Creative Coachworks

Matching spare saves the ignominy of creeping home with a stock rim on if you get a flat


Stripped and polished number plate light housing looked great, for a day or two!

Funky double taper tips were on the car when bought. What they're attached to has all changed though



Working at Creative Coachworks obviously helped when it came to tools, equipment and workshop space, but the bodywork is totally Simon's own work. And, going against current fashion, one day it will be fully painted

done to this other than just a general clean up. The same couldn't be said for the carpets and upholstery, which were completely shot. The seats were ripped and torn, so were exchanged for the ones from Katie's '67 Bug as she was going to have hers re-trimmed anyway. Simon and Creative Coachworks' Christine then went to work trimming a new set of oatmeal tweed door cards to match the seats. Matching oatmeal carpets are from Spirit of the '50s, with a set of overmats made from leftover carpet bits donated by a mate.

Flat 4 gravel guards add a touch of bling to the outside, while clear front indicator lenses blend in better with the neutral colour scheme of the car. Where Simon really went to town though was with the disco glitter petrol tank. Why? "Why not? You know what they say, – you can't polish a turd, but you can roll it in glitter," laughs Simon.

> "You can't polish a turd, but you can roll it in glitter"

Another nice bit of custom work that is less obvious on first viewing is the custom horn ring. Simon really wanted a VW / Porsche accessory Petri Pealit steering wheel, but couldn't justify the price tag these command so, using his initiative, he found an old semi-circular horn ring, cut it up and welded it onto his existing ring to make a full circle. Sounds easy, but it wasn't as these parts are cast alloy and extremely difficult to weld, but the result is something to be proud of.

A need for speed

The '66 came with a 1300 single-port engine, but the seller remembered the car being put into the garage as the engine had blown up the last time it was used, so it was clear from the outset it wasn't going to satisfy Simon's desire for speed. A replacement AB code 1300 twin port that was knocking around the workshop was chosen as the basis for a hot(-ish) and reliable 1600 Simon had in mind. With the last of the Sutton dynasty at Creative, son Phil, leading the way, the case was machined in house for full-flow oiling, with a Mk1 Golf part doing the external filtering. Engine internals include a stock 69mm crankshaft, VW 311 rods, AA 85.5mm barrels and pistons and a Scat C25 cam, which offers 275 degrees duration and 0.385 inches of lift on wide base followers. The VW 113 heads were cut to take the 85.5mm barrels, then given a mild port and polish by Phil. Intake valves remain 35.5mm and the exhaust valves are 32mm, all stainless and held in place with high rev valve springs, hardened collets and retainers. The compression ratio was set at a healthy 8.8:1. A pair of Weber 40IDF carbs were bought at a bargain price from eBay and stripped, cleaned, re-jetted and topped off with EMPI air filters. These sit neatly on top of a pair of EMPI inlet manifolds. When asked what the approximate power is, Simon replied through his wide, cheeky grin, "Enough to do a roundabout sideways in second gear!"

Fair maiden

The plan was to have the Bug ready for Stanford Hall 2014, so a last minute push was in order to achieve that. Phil completed the engine on the Saturday of the week prior, ran the cam in on the Sunday and the MoT was booked for the Thursday. Thankfully, the car flew through with no advisories, and completed its maiden journey to Leicestershire without incident, and hasn't given him any problems since.

Given his history with cars, you won't be surprised to hear Simon is not afraid to give the car some abuse, which has meant a few enforced changes along the way. His initial plan to have a low car that could be driven anywhere soon changed to an even lower car, which is when the trouble started, and ended soon after on a rainy day, broadside in a hedge at 60mph!

Simon is keen to point out that he didn't build his car as a show vehicle or a magazine feature car, just something he would be happy to roll up to a show in and know it wasn't a heap, or badly built. As a result, if you see this car at a show, you will never see Simon with it, lapping up any attention it may (and does) get. This attitude shows when he says, "I never ever thought it would be a featured car. I just couldn't imagine that that many people would be interested in reading about it." How wrong you are Simon! ■

Thanks: Dan DuCrôs, and his apprentice, Bullymeister, for the awesome photos; Alan and Phil for allowing him to use the workshop and equipment; Christine for the endless little bits of trimming work, and Katie for allowing me to spend my own money! ■

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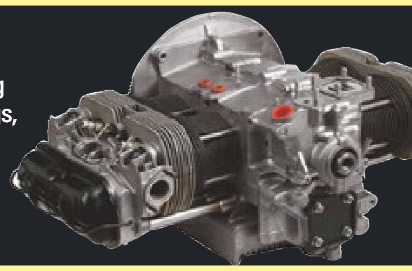

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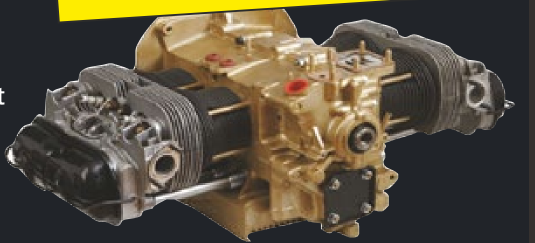

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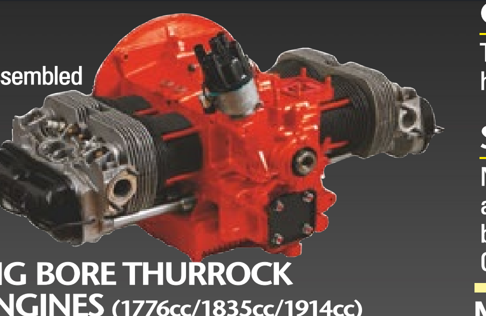

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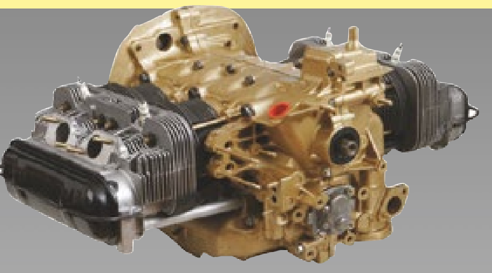

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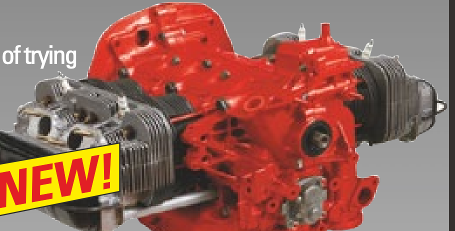

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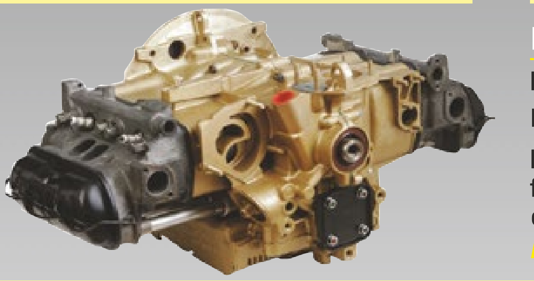

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Carbon Convertible

A mild custom Ghia with racy pretensions. And a late model, too. That makes a refreshing change

Words Matt Keene **Photos** Dan Pullen

Let's face if, it's difficult not to like a Karmann Ghia convertible. Try as I might, those beautiful swept lines win me over every single time, and there's just something about the sculpted shape that really does it for me. In my mind's eye, the Karmann Ghia is one car I can actually visualise being sculpted from clay by an Italian artisan. Like so many Italian exotics, it has the flow and fluidity of modern art yet, with its German engineering, it has the build quality few Italian cars could boast. To have both perfect form and perfect function is a rare thing even today, but in the 1950s it must have caused the motoring equivalent of a hurricane force storm in a tea cup.

As a coupé, the Ghia is downright stunning, yet it's often mooted that when beautiful cars are offered as cabriolets, they lose a little charm. However, this is not true of the Karmann Ghia, for it works in the aesthetic sense in both guises. In fact, I'm going to play devil's advocate here and suggest that the Ghia actually looks better as a convertible. And the story goes that when Dr. Karmann viewed the first prototype at the Paris Motor Show in the autumn of 1953, his nose was ever so slightly put out of joint by the fact the debutant was built as a coupé and not as the convertible he had envisaged all along.

And while I'm throwing the cat among the proverbial pigeons, I might as well discuss the early versus late debate, too. Now, there's a combination of elements at play here, and not a little snobbery, too. I'll admit, I was always the 'early guy' and even referred to late VWs as 'fat chicks' at times but, like a good claret, opinions can mature nicely with age…

There's no denying a Karmann Ghia convertible is a good looking car. Add some subtle body modifications, detailed wheels and some stance correction and you have a winner

There is always good and bad, and this applies to both early and late vehicles. Early examples of any marque are generally more true to the artist's pen, their lines unmolested by crash safety requirements and crumple zones, with their shapely, pokey-outy excrescences that might harm a pedestrian walking in the road yet to be deleted by the newly-appointed health and safety executives of the 1970s. But on the flip side, there's the cost of buying an early car, the difficulty of finding parts, and the fact that the engineering isn't up to keeping up and stopping with modern day traffic.

The wise option

So, perhaps the wise option is to buy a later car, which may actually protect you in the event of an accident, and champion the better brakes, radial tyres and engine and gearbox combination that keeps you from being the meat in an articulated lorry sandwich. This is exactly the deliberation Mark McDonald had with his conscience when he was on the lookout for a Ghia to buy. At 63 years of age, he's no stranger to Volkswagens, having been introduced to them some 47 years ago as a 16-year-old whippersnapper. He weighed up the pros and cons of early and late versions and, in the end, chose a later car, for purely practical reasons. "I decided to go for a 1970's car simply because I wanted later running gear, such as disc brakes, independent rear suspension, a 1600 twin-port motor and 12-volt electrics. I figured that if I went for an early car I would have to spend twice, in that I'd pay a lot more on the purchase price and then spend a small fortune upgrading all of the components to what I wanted." Wise thoughts indeed.

Talking with Mark, it was clear he remains very much an enthusiast to this day, with a string of cool previous rides to his credit, and a Split Screen ambulance and a '63 Notch waiting in the wings. So I asked how he got into VWs in the first place as there's always an interesting story to be had there. Mark: "My friend's cousin and his mate both had mildly modified Beetles. We were teenagers at the time and they would take us on surfing trips to the south coast – Camber Sands and similar places with a chance of some fun-sized waves. I guess the bug bit me at an early age, though I have to admit my first car wasn't a Volkswagen," he laughs. Nope, it was in fact an old Ford Zephyr 6, which his father bought for him for the princely sum of £5, which included eight months' road tax! Mark's dad taught him to drive in that car and, whilst still a learner, he drove the family on a holiday from London to Cornwall. Boy, how things have changed!

Mark soon saw the error of his ways and resolutely entrenched himself in the VW and surfing lifestyle. "My first Volkswagens were an early 1960's Beetle and a Beach Buggy. The Beetle was used for the winter and the Buggy for the summer – I even drove it from London to Cornwall on surfing trips. The Beetle gave good service, taking myself and two friends back and forth to Newcastle whilst we were studying there, which was a 600-mile round trip. On one journey we were stopped by undercover drugs police thinking we were stoned hippies or something," reminisces Mark.

So, Mark grew up, got married and had three kids, which meant VWs were sidelined for a while. But time passed and the children flew the nest, meaning Mark could spend more time on projects and getting out and about in them. Mark: "Some years back, I noticed a VW club was meeting at a pub less than a mile from my house. So I went and said hello. The girls and guys of the New Waves club were so friendly and such a good crack that I'm still a member today. Even at 63 I enjoy nothing better than being at a VW show, sitting around a fire drinking beer and chatting to my club mates."

TECH INFO

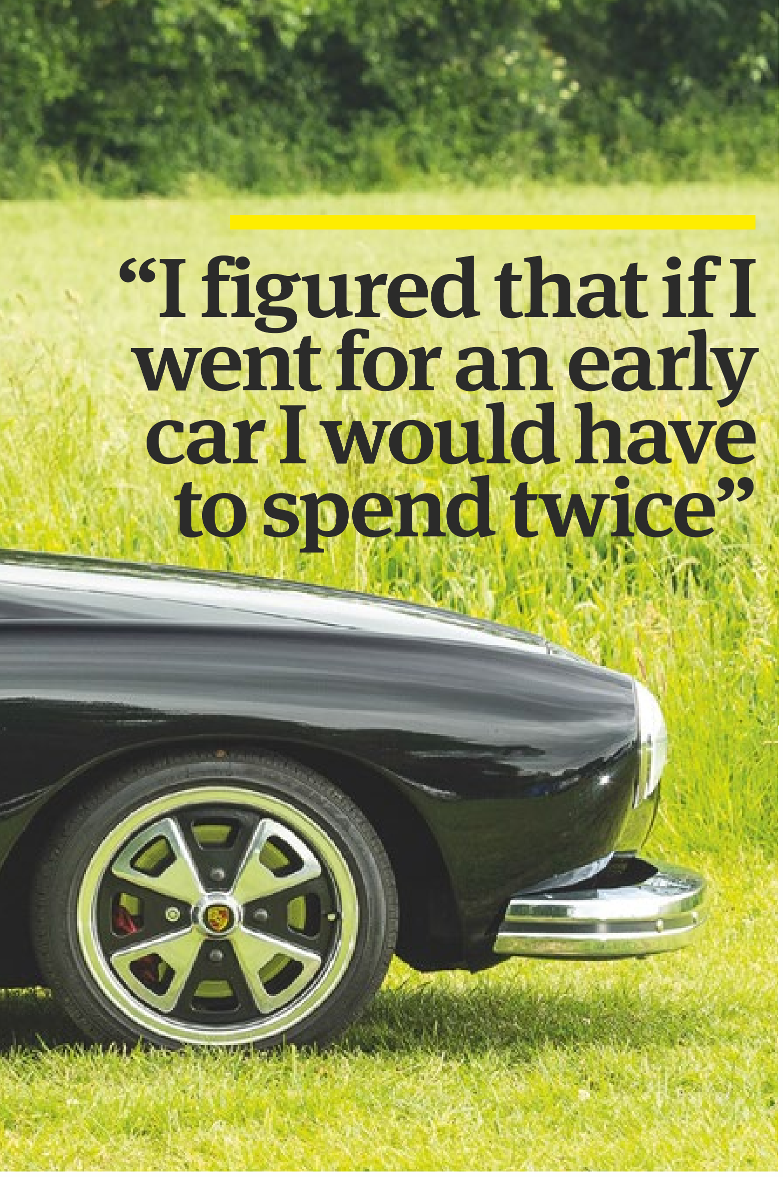
BODY: 1972 Ghia Cabriolet; LHD to RHD conversion;, front indicators, badges, number plate light and body trim removed

ENGINE: 1600; A1 Sidewinder exhaust; dual Weber 34 ICTs

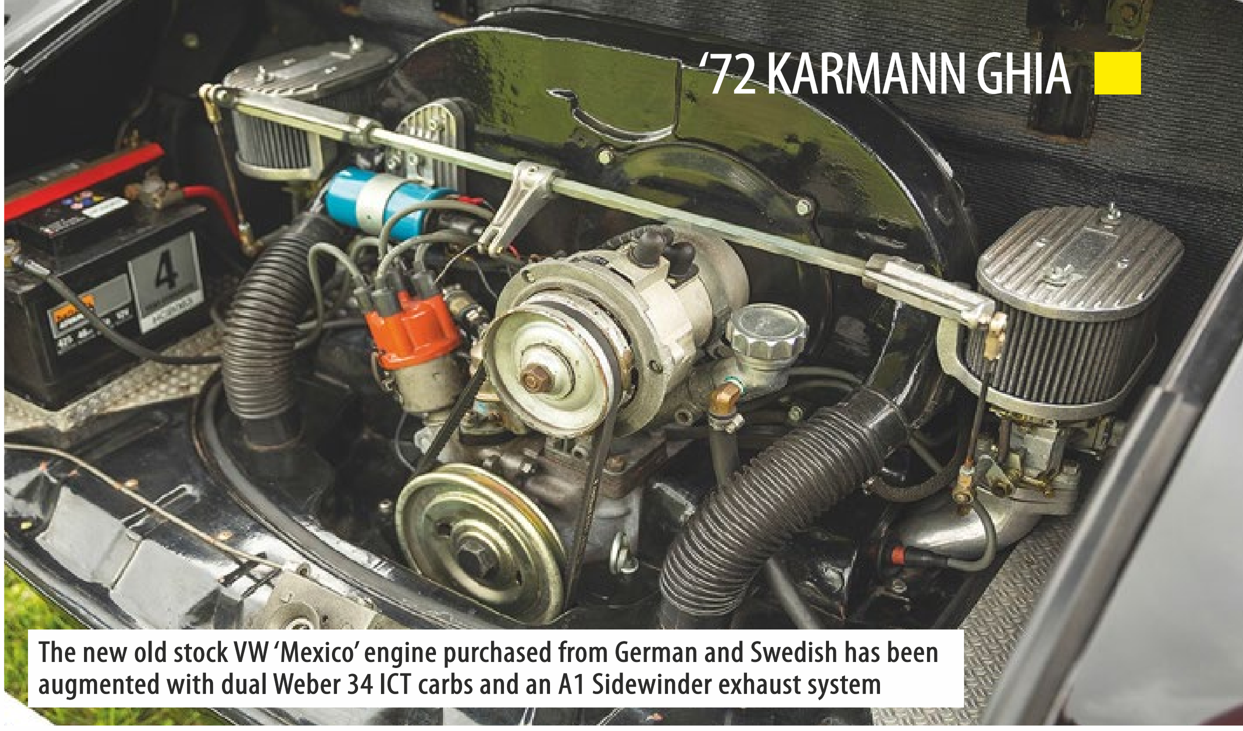
GEARBOX: Cogbox-built IRS; Super Diff; welded gears; steel shift forks

WHEELS: Porsche 914-style 2.0p-litre alloys; low profile tyres

INTERIOR: Carbon fibre dash and door panels; glass fibre Buggy bucket seats; Safety Devices harnesses; VDO gauges; Vintage Speed shifter



"I figured that if I went for an early car I would have to spend twice"



The new old stock VW 'Mexico' engine purchased from German and Swedish has been augmented with dual Weber 34 ICT carbs and an A1 Sidewinder exhaust system

An unusual choice on a Karmann Ghia: a Momo steering wheel

Fade… Away? To black? Into the distance? What do you think?

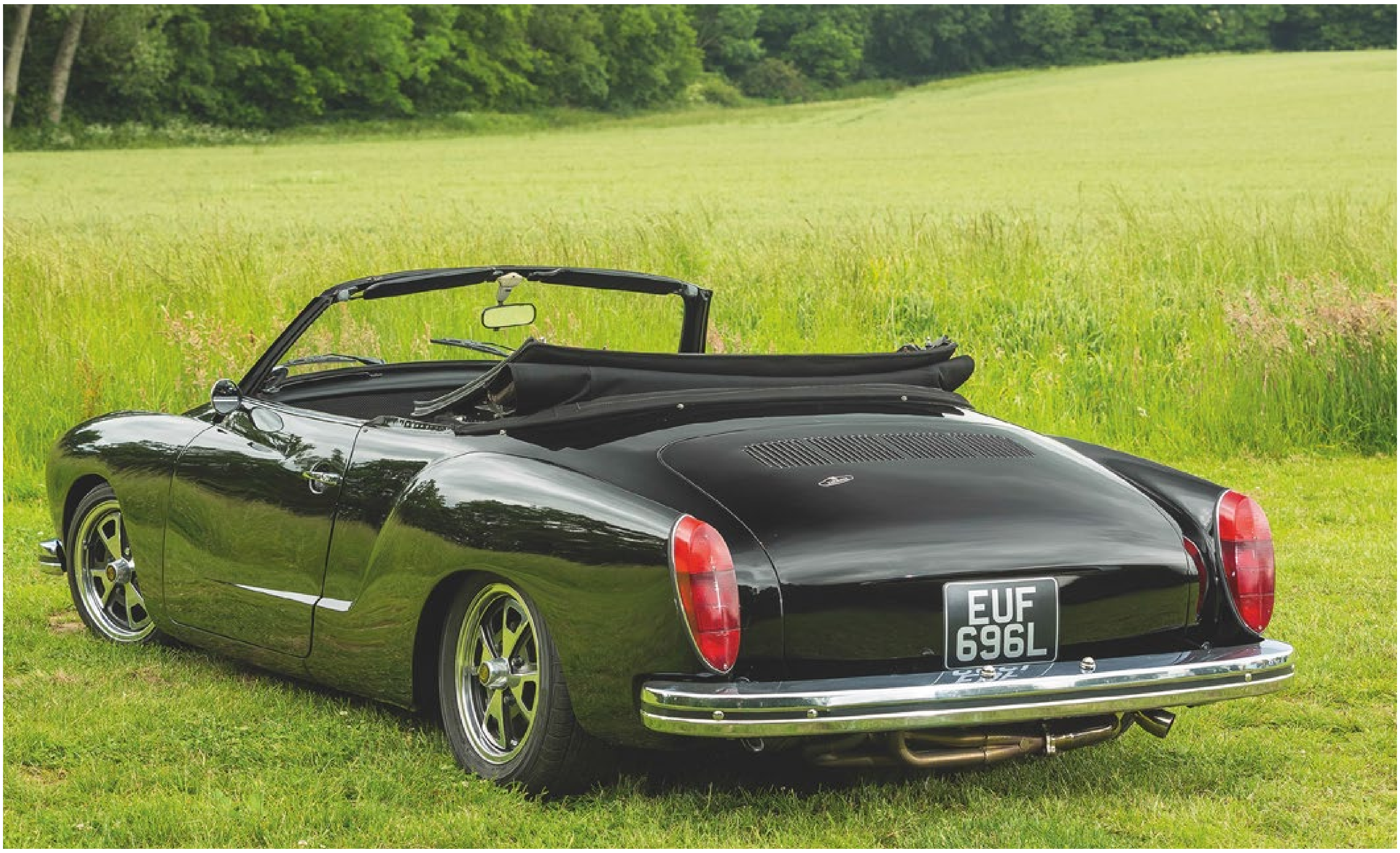
Safety Devices
Safety Devices

Lowback Buggy seats and Safety Devices harnesses were all part of Mark's plan. Now that he's driven the car for a while, they're less so!

Replica Talbot Berlin mirrors look cool, but are actually less effective than stock mirrors!

You've got to love a Vintage Speed shifter. Stock looks, but with extra detail and a precise shift mechanism

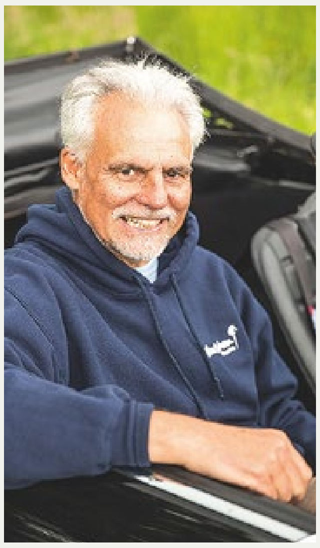
One of the signature parts of the car is the handmade real carbon fibre dash. Accessory gauges are by VDO



Like any good custom, you can play spot the modification with this car. Some are obvious, some less so. Did you notice the Karmann wing badge let into the decklid?

BEHIND THE WHEEL

"I absolutely love driving the Ghia, and drive it as much as the weather permits. Everywhere I go people love it and get it. The ride is a bit on the harsh side and, as I get older, I think perhaps the bucket seats weren't quite such a good idea. But that's just me trying to be 18 in the brain! I give it the beans every now and then, and once got pulled over by a lady motorcycle cop who gave me a ticking off for nipping up the local dual carriageway in a rather spirited fashion."



Originally a left-hand drive US car, this Ghia was converted to RHD before Mark's ownership. Apparently, the wiring loom was butchered in the process, but Mark soon sorted that

So, with a bit more time on his hands, Mark purchased this wonderful Karmann Ghia Cabriolet, although he's keen to point out it didn't look like this when he bought it in 1997. Back then it was pale blue and mostly stock. He drove it for approximately 10 years in that guise, adding bits 'n' bobs as he went. However, one fateful trip to the local corner shop, tired from a long journey to the Channel Islands, Mark had a little slip up and forgot to apply the handbrake, which caused the Ghia to roll down the road and into a wall. The damage wasn't too bad, but it was enough for Mark to take the car off the road and decide on a proper restoration.

In the Werks

He stripped the Ghia back to bare metal himself in order to assess the true condition of bodywork. The aforementioned accident damage turned out to be superficial, but there was welding necessary in the typical Ghia areas. It needed sills, new floorpans and the bulkhead beneath the rear window had to be replaced due to a leaky rear window seal. All of the welding work was carried out at Airwerks, including the deletion of the nose grilles and all body trim, which gives the car a much sleeker, meaner look. The paintwork was commissioned out to Chris Dalton at Volkswagen Emporium, where it received its beautiful black hue. From there, the car was transported to Autotechniks for some stance surgery. Starting at the pointed end, Mark Prosser, proprietor of Autotechniks, used an adjustable, stock-width beam and then turned his attention to the spindles. To explain Mark's thinking here, here's a little suspension tech: lowering a VW with just an adjustable beam gives a firmer ride as the trailing arm angles change dramatically, causing a reduction of leverage on the leaf springs. Adding dropped spindles as well means the trailing arm angles don't have to be so severe for a similar amount of lowering, and consequently ride quality is not as harsh. Think of it as having your cake and taking a little nibble.

"That's just me trying to be 18 in the brain!"

The rear end is the tried and trusted method of using adjustable spring plates on stock torsion bars. Another benefit of using a later car is the IRS they come equipped with, which allowed Mark to set the car out with a killer stance without the seriously adverse camber you'd get if it were a swing axle car. Sure, there are some clearance issues with speed humps but, at the end of the day, the car rides nicely and looks the shizzle.

With all of the main surgery carried out, it was time for Mark to collect his ride and concentrate on assembling and building it up to a show standard. He wanted an uncluttered 'race' look, and in detailing his car chose an amalgamation of styles that suits his taste and driving style.

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VOLKS WORLD SHOW 2015

28th - 29th March

Sandown Park, Esher, Surrey

2015 SHOW PREVIEW

volksworldshow.com

VOLKS WORLD
2015

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VOLKS WORLD SHOW 2015
28th - 29th March
Sandown Park, Esher, Surrey

The VolksWorld Show

Since the doors closed on last year's show we have been working hard to ensure the 2015 show is our best one yet. We have all the ingredients in place, all we need is you lot to help us make sure 2015 is the most memorable in the shows history, I for one cannot wait for the doors to open.

2015 marks the 60th anniversary of the Karmann Ghia and we couldn't let this momentous occasion pass without celebrating it in style.

Show sponsors VW Heritage have managed to persuade the Karmann Museum in Germany to lend us three prototypes for the weekend and will be shipping them over especially.

Despite their rarity, these cars are not trailer queens, but are all in full working order. Maybe when no one's looking, we'll get the chance to have a quick spin around the block in the original 1953 Karmann Ghia prototype, the never-before-seen 1962 design study or the Type 34 Razor Edge fastback that, sadly, never made it past the prototype stage? Maybe not...

Original editor of VolksWorld, Keith Seume will be on hand to celebrate the 40th anniversary of Cal Look. Keith's forgotten more than most people know about this genre, and the display we're organising is guaranteed to delight fans of fast moving, nose down Beetles.

There isn't enough space to mention everything going on at the show, but please take a moment to visit the Cool Flo entertainment area. They're sure to have a great vibe going all weekend. Oh, and don't forget the club area, the atmosphere generated here is unique to The VolksWorld Show.

Finally, we would like to thank all the sponsors, VW Heritage, Carole Nash Insurance, Meguiar's, CamperVanTastic and Cool Flo Lifestyle Clothing for their help with making the show what it is.

James Peene - Group editor

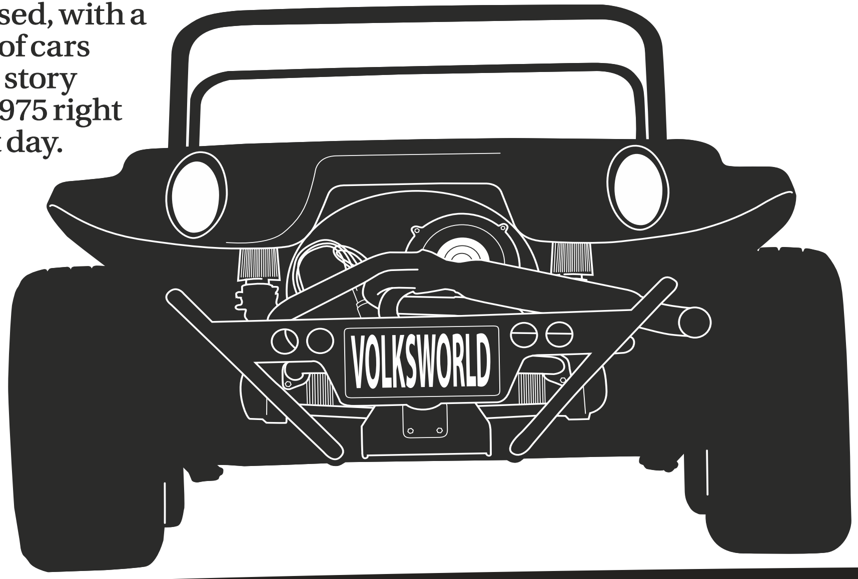
Show cars

It's the cars that are the stars and really make the show what it is. And what a selection of VWs we have for you to feast your eyes on this year. You can be assured that every car at the show will stop you in your tracks. Make sure you leave yourself enough time to properly check out the fine details put into these cars by the owners that makes each one special. Prepare to be amazed!

40 years of California Look

NOW PUBLISHED MONTHLY
dune buggies and hot VWs
FEATURING: THE CALIFORNIA LOOK
FIRST LOOK: VOLKSWAGEN '75
EUROPEAN REPORT: AUDI 50
PROFILE: VOLKS CHANCELLORS VW CLUB
COMPETITION: OASIS 400
ROAD ATLANTA: FV/SV • COALARAMA 250

It's 40 years since Hot VWs first coined the phrase 'Califorina Look'. To celebrate we have brought together some definitive examples of the original 70s style. Some of these cars have been featured in VolksWorld over the years, others have never been seen before. We also have Keith Seume, ex-VolksWorld editor and guru of all things Cal Look, at the show so, if you see him, make sure you say hello and get yourself along to his talk on the subject in the tech talk area. If you're a fan of the Cal Look, this is going to be a display not to be missed, with a great line up of cars and timeline story board from 1975 right up to present day.



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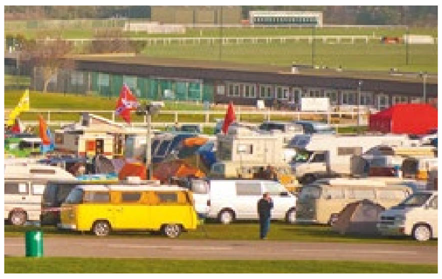
Club stands

Clubs and their unique collection of VWs and themed stands add a fantastic extra element to The VolksWorld Show. With hundreds of vehicles, from daily drivers to show winners, representing all facets of the VW community, there is sure to be something for everyone. They will all be backed on the Grandstand Apron by the sounds of DJ Krush and Far Farfisa performing from the back of a '67 Crew Cab on the Rothfink stand, while on the Red Brick Road entertainment will come from Cool Flo's bands and DJs. Both areas will be great places to pick up advice, hook up with old mates and make new friends throughout the weekend. For a list of all attending clubs, check out www.volksworld.com/clubs

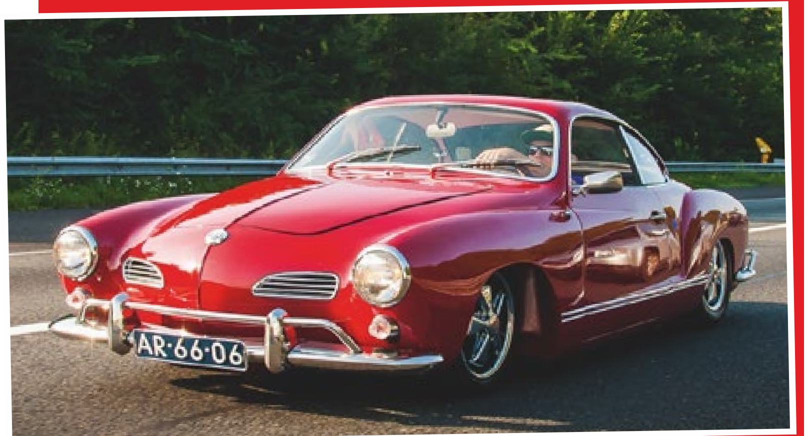
Camping at the show is fun!



We have so much going on at The VolksWorld Show this year, why not bring the family and make a weekend of it? If you camp, you get the extra benefits of quick access to the show, use of the on-site café and bar all weekend (see web site for opening times) and entertainment in the bar on a Saturday night. This year we have also added a quiet camping area. Wi-fi is available in the cafe/bar which will be serving breakfast and food in the evening. If you don't fancy staying on site, you can take a five-minute walk and join thousands of other VW enthusiasts at one of the many bars and restaurants Esher town has to offer. Hot showers and plenty of toilets will also be available on site to make your stay as comfortable as possible. Remember you can now stay on Friday night at no extra cost.

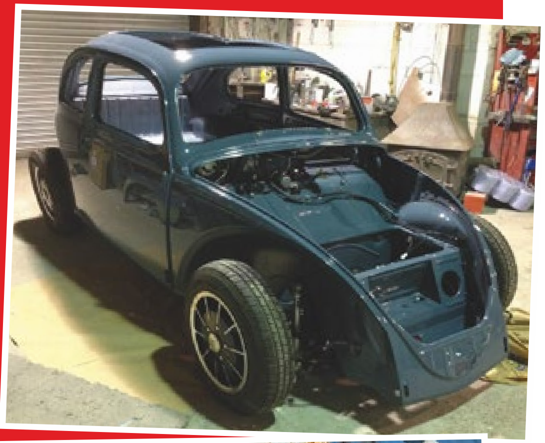
WE CAN'T WAIT TO SEE...

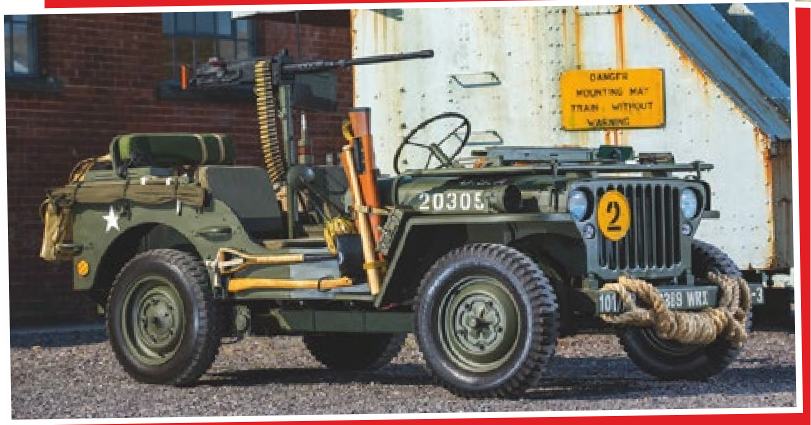
We get a sneaky peek of the cars coming to the show, here are some of our picks we are very excited about seeing.



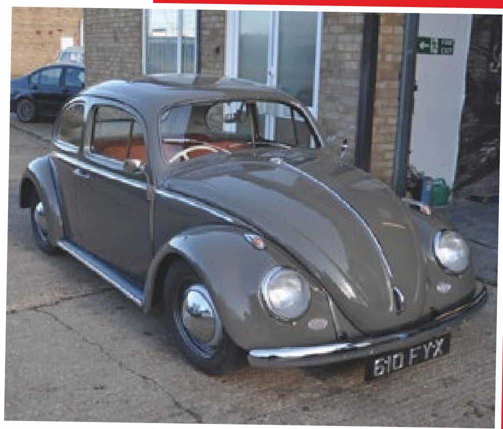
^ It's no secret I've flipped my whig over Ghias recently and what's not to love about Michel Jansen's Golde sunroof equipped stunner? The colour, the stance, the wheels, it's just bob on isn't it. I love it already! - *JAMES PEENE*

> From what we've seen, Neil Ellis' '58 rag top looks like it's going to be spot on. Great attention to detail through out, good colour, and a big motor. What's not to like? - *STEVE G*





^ Peter Emery's Veep is a real piece of work. On the surface it looks like a WW2 Willys Jeep, but underneath, it's pure VW. Madness, in the best possible way. - *MIKE PYE*



< I'm especially looking forward to seeing Dave Cole's 1963 sunroof Beetle. It has undergone a full restoration at the hands of Hayden at Panel Kraft, so you know the quality is going to be good. Everything about the details ticks a box for me; colour, interior, wheels, ride-height – I'm very much looking forward to seeing it in the metal. - *JON GILBERTO*

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1949 CUT-AWAY BEETLE

Now this is a real coup for us. This is the first time this 1949 factory-built demonstration Beetle has been seen at a British show. Taking hundreds of hours to prepare, this super early Split Beetle was meticulously dissected to enable you to really see how a Beetle works.

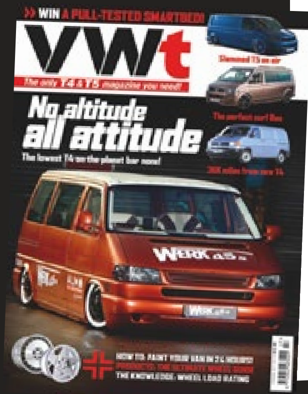
It'll be situated in the main foyer as you come in, so you won't be able to miss it. It's amazing. Thanks go to Volkswagen and VW Heritage for agreeing to loan us the car and arranging for it to be shipped and displayed at the show.

HUGE VW CALIFORNIA DISPLAY

Part of the Summer Lawn this year is being allocated to a special display by the California Owners' Club. Hosted by CamperVanTastic, Britain's leading VW Camper hire company, the display will feature a range of VW's iconic modern-day Camper Vans. And we are sure their owners will be more than happy to talk to you about their personal experiences with VW's flagship Camper Van.

VWT COOL WATER AREA

VWt magazine will be sponsoring the Cool Water area on the Summer Lawn and it promises to be the best year yet, with more Type 25s, T4s and T5s on display than ever before. VWt magazine feature vans will be on show on the VWt stand, which will be manned by members of the team. Go have a chat, take out a subscription and stock up on any back issues you may have missed. The whole area will be a great place to hang out with like-minded individuals, to be inspired or just to pinch ideas for your own Transporter build.


VWt
The only T4 & T5 magazine you need!
No altitude all attitude
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Win a drive in the Danube Classic Road Rally

The show sees the launch of the VW Heritage / VolksWorld competition to win a drive in the Danube Classic Rally. This fantastic prize gives one lucky winner the chance to drive a classic rally Beetle in one of one most prestigious historic road rallys in the world. We will supply the historic rally-prepared Beetle, a German co-driver to help with the course notes, full mechanical back up, airport transfers to and from any UK airport and all accommodation. You can even bring your partner or friend to sit in the back of the car as you tackle the twists and turns of the roads in and around the Barvarian town of Ingolstadt. All you need do is make sure you hold a full driving licence and can make the rally dates, which are 18-20 June 2015. The car will be prepared at the show and situated in the Esher Hall, make sure you check out its progress over the weekend and watch Surrey Vinyl Wraps transfer its plain Jane looks into a super cool period look rally car.

vwheritage
93
BOSCH
Rally
Shell
SPORT.LAND.

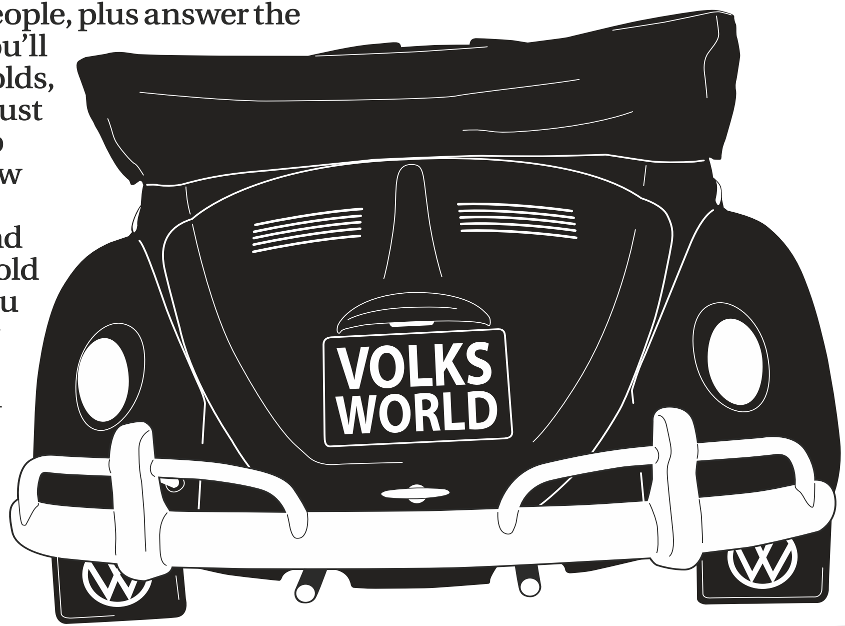
WIN CASH TO SPEND AT SHOW

CAROLE NASH
The care it deserves

To celebrate the launch of their new Camper Van policy which covers classic and modern campers, we've teamed up with show sponsors Carole Nash to give away £250, £150 or £100 cash each day to three lucky winners. You just need to spend it at the show and be there when they make the draw!

Tech Talks

If you want to learn something VW related, make sure you pay a visit to our Tech Talk area. CamperVanTastic are going to amaze you with a chilling tale of a frozen trip across Sweden as well as explaining how you prepare your Van for a winter road trip. The Engine Shop will be demonstrating how to strip down and rebuild an air-cooled engine in front of your very eyes together with a Q&A session on the subject. Keith Seume is helping us celebrate 40 years of Cal Look with a talk on the cars, the history and the people, plus answer the many questions we are sure you'll throw at him. And Mark Reynolds, MD of Just Kampers, who has just returned from a marathon trip across the USA in a Bay Window (which is at the show!), will be sharing his story of the high and low points of driving a 44 year old VW across the States. Plus if you are in the market to buy a T4 or T5, we have session giving advice on buying second hand and finally Mark Poulton is going to share his fountain of knowledge on the last 60 years of the Karmann Ghia from conception to the final production days.



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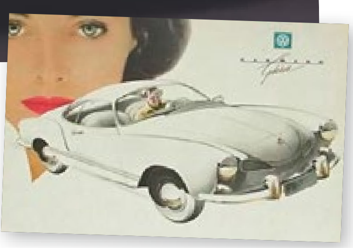

Karmann Ghia 60th anniversary

2015 marks the 60th anniversary of the Karmann Ghia and we could not let the milestone pass without celebrating in style. Show sponsors, VW Heritage, have managed to persuade the Karmann Museum in Germany to part with three prototypes for the duration of the event, and will be shipping them over especially for The VolksWorld Show. They look great in the pictures, but we are told they are even better in the flesh and are some of the cars we are most looking forward to putting on display. Despite their rarity, these cars are not trailer queens, and every so often are taken out of the museum for a drive around the streets of Osnabrück! Joining them in the special Ghia display will be what we believe to be the only Brazilian-made Karmann Ghia TC in the UK so, if you've only ever seen pictures of these, now is your chance to see them for real. As an added bonus we will be giving away limited edition reproduction copies of an original Karmann brochure.

VW
Car
VOLKS WORLD
UNDER THE INFLUENCE
MODERN

Subscribe and save

Why not save money and subscribe at the show? We will have killer deals on all our magazines, including a free limited edition hoodie when you subscribe. Offers are running all weekend on VolksWorld, Camper&Bus and VWt magazines. Visit our stands inside and out as soon as you arrive and see what's on offer.

A WORD FROM OUR SPONSORS

vwheritage

Win big with VW Heritage

As lifelong supporters of the show, VW Heritage are pleased to be a headline sponsor at The VolksWorld Show for the very first time. In celebration we will again be offering show goers the chance to win their order; with 3 draws each day and a potential £6,000 worth of parts up for grabs over the weekend. Come along and chat to us about your projects, pick up some advice on the next job to tackle, or grab a new catalogue and a free sticker while you enjoy the show. In particular, check out the Karmann Ghia display, David, VW Heritage founder, managed to source these cars for the show, he's pretty good at asking nicely...

CAROLE NASH
The care it deserves

Save yourself some money

Carole Nash, one of the country's leading specialist classic car insurance brokers, is delighted to be sponsoring The VolksWorld Show in 2015. With free agreed value, salvage retention rights and up to 15% discount if you are a member of a VW club, Carole Nash is the place to get your cherished VW insured. Make sure you pay us a visit on the VolksWorld stand or to get an instant quote visit www.cherished.carolenash.com

CAMPERVANTASTIC
www.campervantastic.com

Campers for hire

We are Britain's largest VW Campervan hire company and have everything you'll need for a great VW weekend away. Based in London, we have the largest fleet of VW California Campervans for hire in the UK, all fully equipped for your adventures in the UK and Europe. We will be launching our 2015 fleet of T5 Californias and Caddy Maxi Lifes at the show, so make sure you check them out as you will be amazed just how luxurious these VWs are, and what clever features they come with. 2015 also sees us take extra space on the Summer Lawn for a display of Khyam tents and awnings so, if you are looking to 'up-size' your Camper, this is the place to find out which is the awning for you. If you can't wait until the show, look at www.campervantastic.com now to start your adventure.

Meguiar's

Caring for your VW

Entering our second decade of sponsorship of The VolksWorld Show, Meguiar's surface care products is the brand of choice for serious car enthusiasts worldwide and we have a product to restore and enhance every possible surface on your VW, whatever the type or model. If you want advice on cleaning, polishing, detailing or otherwise pampering your VW we are the guys to talk to, so be sure to pay our stand a visit to discuss the best car care products around. See www.meguiars.co.uk for full details of our extensive product range.

Cool Flo
Lifestyle Clothing Co

Cool Flo Lifestyle Co.

We're bringing a great mixture of entertainment to the show situated in and around the Red Brick Road, plus we have stands inside and out selling our unique range of high quality clothing and merchandise. Cool Flo Lifestyle Co. produce a huge range of tees, hoodies and accessories for men, women and children who love to live life on the move. We will be launching our exciting 2015 collection at the show, all of which comes with the official Cool Flo Lifestyle Co. logo, a sure sign of quality. If you can't wait until the show to see it, check out the website now at www.coolflovintage.com

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Sandown Park, Esher, Surrey

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KIDS' ZONE

We pride ourselves at The VolksWorld Show in keeping your little ones entertained, as well as you, and the kids zone is a safe place for the littl'uns to let off some steam and have some VW-related fun. Entertainment includes a large soft play area, party games, films, colouring competitions, Easter craft activities, Punch and Judy shows, slot car racing, Playstation pods, plus a host of other activities, including a special guest appearance by Van Man. Outside, a giant VW bouncy Bus will be open all weekend and free for the kids to enjoy.

THE RACING BUG

Please note, although the kids zone is supervised at all times by childcare professionals, the area is not a crèche and all children must be under the charge of a parent or guardian at all times.

We also have Racing Campers, a great activity for the whole family. Complete your touch-screen registration, collect your personalised photo race licence and join seven others on the start line to compete over several laps of this testing course, with every race winner receiving a prize. These radio-controlled VW Campervans are a great way to settle the old argument as to who really is the best driver and, with scale speeds to rival those of Formula 1 cars, you really need your wits about you to win. It's free to play, so there's no excuse not to get involved.

VWs for sale

CAROLE NASH
The care it deserves

If you are looking to buy a VW, our dedicated cars for sale area in the front car park is the place to head. It's where buyers and sellers are brought together, and where a large number of VWs change hands over the course of the weekend. If you are selling a vehicle, just turn up on the day at the main gate and you will be directed where to park. If you are buying, remember you can insure your new purchase immediately through our show sponsors, Carole Nash, situated on the VolksWorld stand in the Surrey Hall. And while you are inside, make sure you check out the cars for sale wall in the main foyer, which we'll update throughout the weekend. For more information, go to www.volksworld.com/vwsforsale

KK Swapmeet

The Karmann Konnection indoor swapmeet is always one of the highlights of the show, with over 100 tables selling thousands of hard-to-find VW parts and related memorabilia from all over Europe. So, if you have VW parts cluttering up your garage and wish to make yourself some extra cash whilst helping out a fellow VW enthusiast, contact Karmann Konnection direct on 01702 340613 to book your place. Tables cost £100, and the price includes two weekend tickets to the show. Please note, swapmeet tables are for individuals only, no trade allowed.

Brads cancer foundation

Photobooth Camper

If you come to the show make sure you have your picture taken in the back of our Split Screen Camper Van and for a small donation to Brad's Cancer Foundation we will give you a Polaroid instant picture to take away there and then. It makes a great souvenir of the show and the money goes to a great cause!

WIN a trip to the home of VW

Just Kampers and Autostadt have teamed up to offer a fabulous VIP, expenses paid trip for two to the home of VW, Wolfsburg. Just Kampers is taking care of the flights and two nights at one of the best hotels in Wolfsburg. Not only will you get the VIP treatment with a museum guide, but you'll also be able to take a driving attraction either on the all-terrain track or the skidpan. Finally, Just Kampers Insurance will keep you covered by giving you some spending money. Enter at the show or for more info see www.justkampers.com/news

VOLKSWORLD

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Meguiar's Since 1901
CAROLE NASH The care it deserves

Trade stands

With over 100 trade stands situated inside and out, The VolksWorld Show is the biggest and best place to buy parts for your Volkswagen. We're sure you will find what you are looking for and, with hundreds of show-only deals, it's an opportunity too good to miss. If you need something in particular, why not ring in advance and collect on the day, especially useful if you are ordering parts from abroad. A full list of traders that will be there can be found at www.volksworld.com/traders

Meguiar's car park show 'n' shine

If you come to the show, make sure you give your vehicle a polish before you set off because, in conjunction with Meguiar's, we will be awarding trophies for Best Bus, Best Air-Cooled VW and Best Water-Cooled Transporter in the car park on each day of the show. It's open to anybody that does not have a car inside the main halls, so that's all you club guys, Vans in the Cool Water area and all the Bugs, Buses, Type 3s, Buggies, Ghias and Vans in the main car parks. No need to enter or park in a special place, our judges will find you...

Upsizing your Camper Van

CAMPERVANTASTIC
LUXURY HIRE · ONLINE STORE
www.campervantastic.com

A simple way to get even more enjoyment from your next road trip is to get a new awning. CamperVanTastic is putting on a display of the 2015 Khyam range of tents and awnings so you can see up close how much extra outside space you can have. Khyam awnings are renown for easy and quick set up plus if you choose a drive-away version, are perfect for saving your pitch giving you the freedom only a Camper brings.

RED BRICK ROAD ENTERTAINMENT

SPONSORED BY
Cool Flo
Lifestyle Clothing Co

The Red brick road situated just outside the Surrey Hall is the centre of the entertainment at this year's show. Here are just some of the highlights:

BMX ramp. The Cool Flo Riderz put on an electric mix of skate and BMX demonstrations running all weekend. **DJs.** We've got some really cool DJs lined up for the weekend, including London-based Mark Jordan, expect to hear funk and rare grooves, old school hip hop, and classic and soulful house, with some real upfront exclusives thrown in, too. **Live music.** Jessie's Ghost, a five-piece acoustic folk-pop band will be playing a mix of original tracks, along with a variety of popular cover versions. Groove Cartel will be playing their own brand of heavy, hard-hitting funk, with tunes ranging from beefed-up classics to original compositions. **Breakdancing.** The Cool Flo Dirty 30s Crew, were the first generation Bboys and Bgirls to compete in the UK, will be taking you back to the 80s with some head spinning moves. **Old school BMX.** There will be a fine display of old school BMXs from the 1980s, including freestyle bikes from Haro, Torker, Skyway and many more. **Cajón drum workshops.** If you've ever wanted to play the drums or bongos, get yourself into one of the Cajón workshops. **Car displays.** Invited cars and clubs in this area include the German Cal Look club, DFL, who will be helping to celebrate the 40th anniversary of California Look. There will also be the well-known Serial Kombi Hi-top race Split, which will be showing off its new look for the first time, alongside displays from the UK's two premier Resto Cal clubs, Rebel Alliance and Restowagen, who are guaranteed to put together a great display of ground-scraping rides. Alongside all of this, Cool Flo have organised a further special display, so there will be plenty of precious metal eye candy to enjoy.

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SHOW INFO

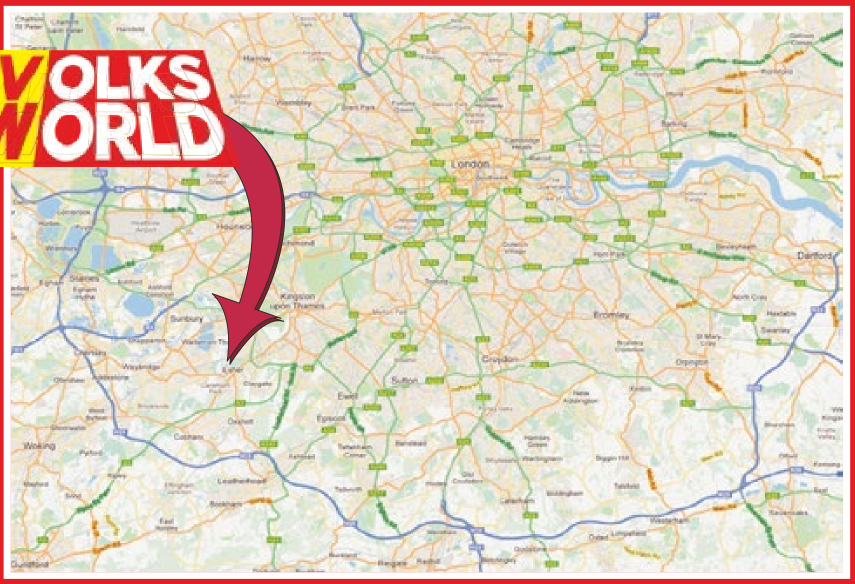
OPENING TIMES: The show opens at 10.00am on both days and closes at 17.00 Saturday and 16.30 on Sunday.

CAMPING TIMES: The camping area is available from 15.00 on Friday and closes at 18.00 on Sunday, access is 24hr during those times.

Dogs: Due to the venue's restrictions, no dogs are allowed within the show area. They are allowed in the front car park, but must not be left unattended in cars.

CLOCKS CHANGING: Don't forget! We all lose an hours sleep on Sunday as the clocks move forward, sorry!!

HOW TO FIND US



BY ROAD: From London, take the A3 and follow the brown venue signs to Sandown Park.Alternatively, from the M25 exit at Junction 10 and follow the A3 towards London, then exit onto the A307 and follow the brown venue signs. The Portsmouth Road car park is off the A307, Esher High Street, directly in front of the main entrance. The postcode for your sat nav is KT10 9AJ

PARKING: There is over 2000 free car parking spaces on site. Overflow parking is available close by the venue and in the town car parks. If on site car parking is full you will be directed on arrival to the nearest available parking area.

BY TRAIN: Trains to Esher station for Sandown Park run from London Waterloo and Clapham Junction approximately every 20 minutes and the journey time is 25 minutes. The station is one mile from Sandown Park.

TICKET PRICES

Ticket Type	Price on the day	Price in advance	SAVING! (COMPARED TO ON DAY SINGLE TICKET PRICE)
DAY Adult	£16	£12	25%
DAY Child/OAP	£4.50	£3.40	25%
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The rise and fall

The past 15 years have certainly been up and down for this Beetle. From winning over 25 awards at shows to catching fire, this Bug has experienced it all

Words and photos Simon Cooke

ILLINOIS
HU0469D
BAD BUG

“I’ve never been more than six months without owning a Beetle since I was 14,” says Dave Wilson. “I had my first one when I was 14, and restored one at 17 as the first car I drove on the road – a 1972 Cal Look.” So what is it about Beetles for Dave? “I think it was all down to seeing Herbie films when I was growing up. I liked the idea of a car having a personality of its own,” he replies.

So fast forward to 2015 and we are here to feature his latest Beetle – a 1966 version. Well, I say latest, but he’s owned this one for 15 years now. “I wanted an early Beetle, but I was on a very small budget so had limited options,” Dave explained. “It was found in an abandoned garage that was being developed and sold in the local paper for £250. There were no keys or paperwork with it, but I had a spare key from my first Beetle and I said, ‘if the key fitted, I would buy it. And it did!”

It's hard to believe the only update this car has seen in 15 years is the addition of the chromed EMPI 5-spoke replicas, and only then because Dave tired of polishing the old polished ones

Back then, Dave was only working part-time at Burger King and funds were very limited, so he also helped out at a friend's garage where he was allowed to store his car and work on it using their equipment.

"It needed pretty much every panel replacing, although the original floorpans were still good, and it had been hit on the passenger side at some point and badly repaired," he remembers. "It was also a non-runner and the brakes were seized." So some serious TLC was ordered up. "I'd built quite a few Beetles by then, so I knew what needed to be done with the bodywork and the engine," he elaborated.

"I had a professional start the welding on the car, but I couldn't really afford for him to do all the work, so I took a welding course and finished it off myself," Dave continues. He used a mixture of VW and pattern parts, remembering this was in the days before eBay had been invented.

> "I stopped to put [the fire] out with my hands wrapped in my t-shirt"

Dave also took care of all the sandblasting himself, recalling it being a long, dirty and painful job. "I was going to change the colour to Lexus Pine Green, with added 'flake, and I didn't want any of the old red body to show through anywhere," he explained. Dave's a bit of perfectionist you see, and the car was actually painted twice as he didn't like the first result. He also modified the suspension so the car was running as low as possible with welded-in adjusters on the front beam and a two-spline drop at the rear with modified spring plates.

Dave managed to get the standard 1200 engine running again, then promptly removed and sold it.

TECH INFO

BODY: Stock 1966 Beetle, refinished in Lexus Pine Green with added flake
ENGINE: 1641cc
INTERIOR: Scat Procar seats and door panels in grey vinyl; EMPI trigger shifter; Mountney wood rim
WHEELS AND TYRES: Chromed repro EMPI 5-spokes with 145/65 and 185/65s

"The reason being I wanted a 1600cc engine or bigger," explained Dave. "We found a 1600 in a scrapyard, rebuilt it and transplanted it into the car. It was a good engine but we had oil pressure problems. That turned out to be nothing more than a faulty switch but, by the time I realised that, I'd already swapped the engine for this one." This one is a professionally built 1641. Well, the pros did the bottom end, while Dave himself did the top end. Trouble was this new engine also seemed to have an oil pressure problem, which again was traced to a faulty switch.

Hot hands

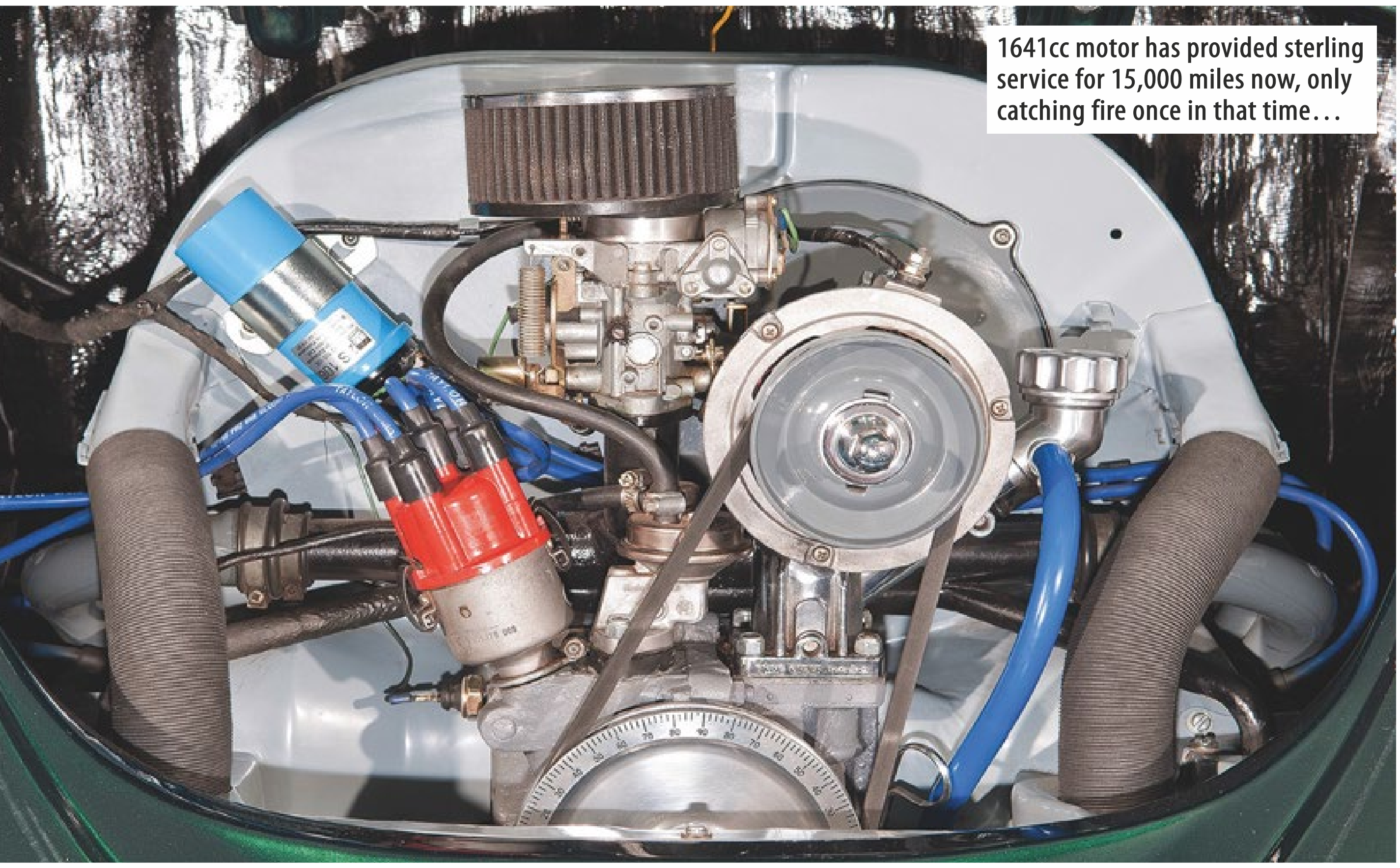
"Soon after I fitted it though, the engine caught fire," revealed Dave. "I left a polishing cloth in the engine bay next to the manifold at a show and, on the way home, it caught fire. I stopped to put it out with my hands wrapped in my t-shirt. That was a real eyebrow singeing moment!" And before you say anything, yes, Dave does still have the scars on his hands as a painful reminder, and yes, he has since invested in a fire extinguisher, just in case history repeats itself.

Dave's first public appearance with this car was Bristol Volkfest 2003 where he picked up awards for both Best in Class and Best in Show. Not a bad debut, and it certainly made all the hard work worthwhile, even if he did get stuck on a speed ramp on the way home and scraped loads of paint off the underneath of the car.

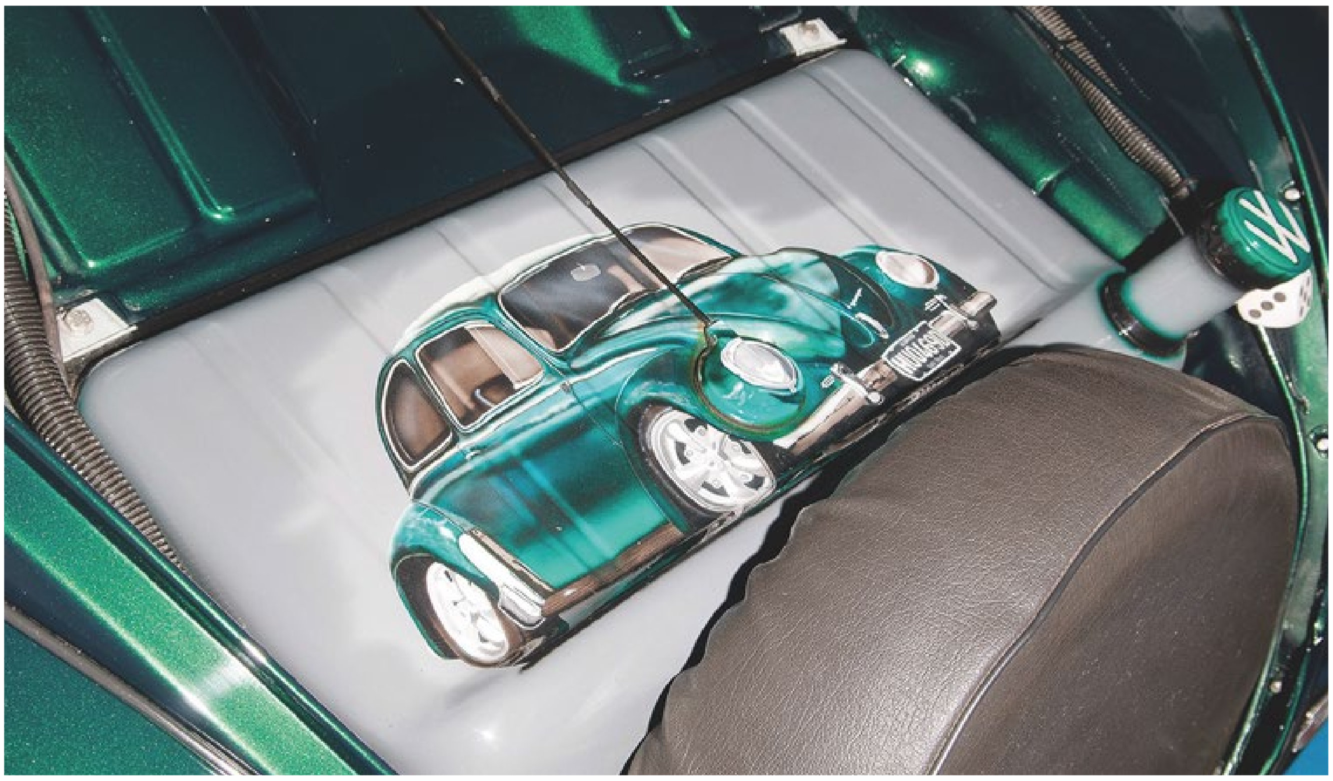
Determined this was never going to happen to his pride and joy again, he decided hydraulic suspension was the solution.

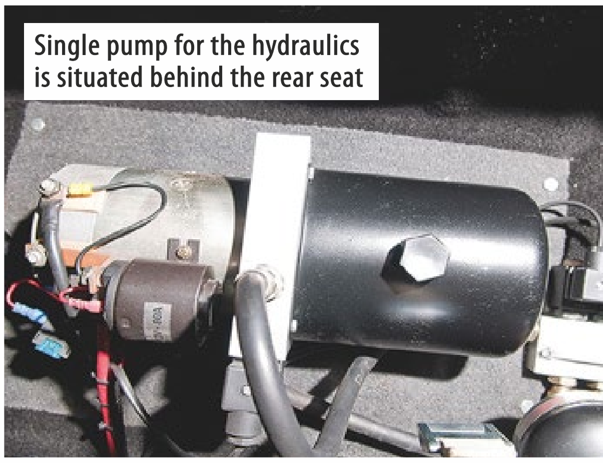
^ Scat Pro Car seats bought from the German Car Company (note the Awesome logos) date this build, but they still look to be in fine fettle

v These days a wood rim steering wheel like this might be referred to as retro, but then it has been in place on this car for 15 years now!



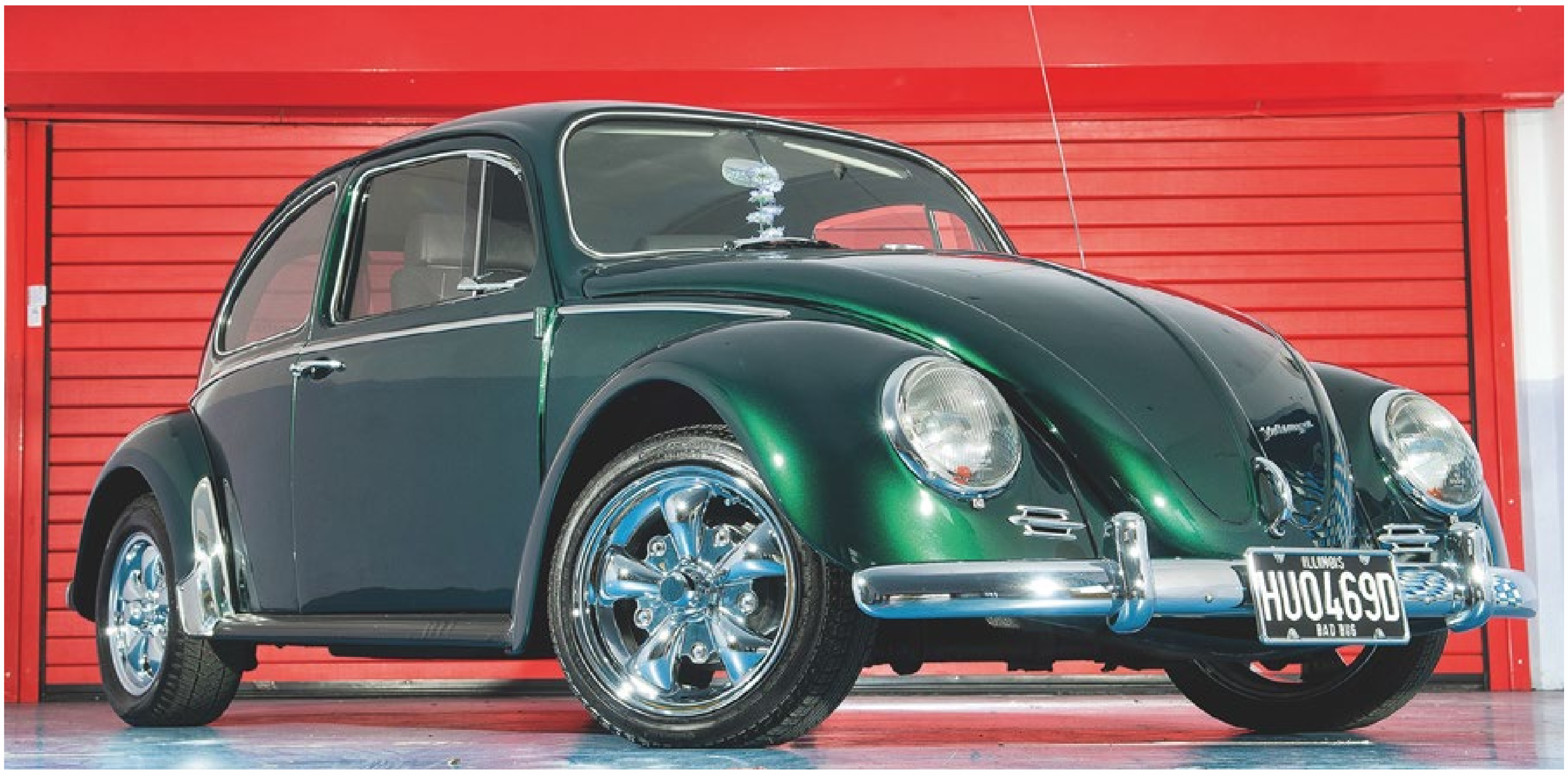
1641cc motor has provided sterling service for 15,000 miles now, only catching fire once in that time…



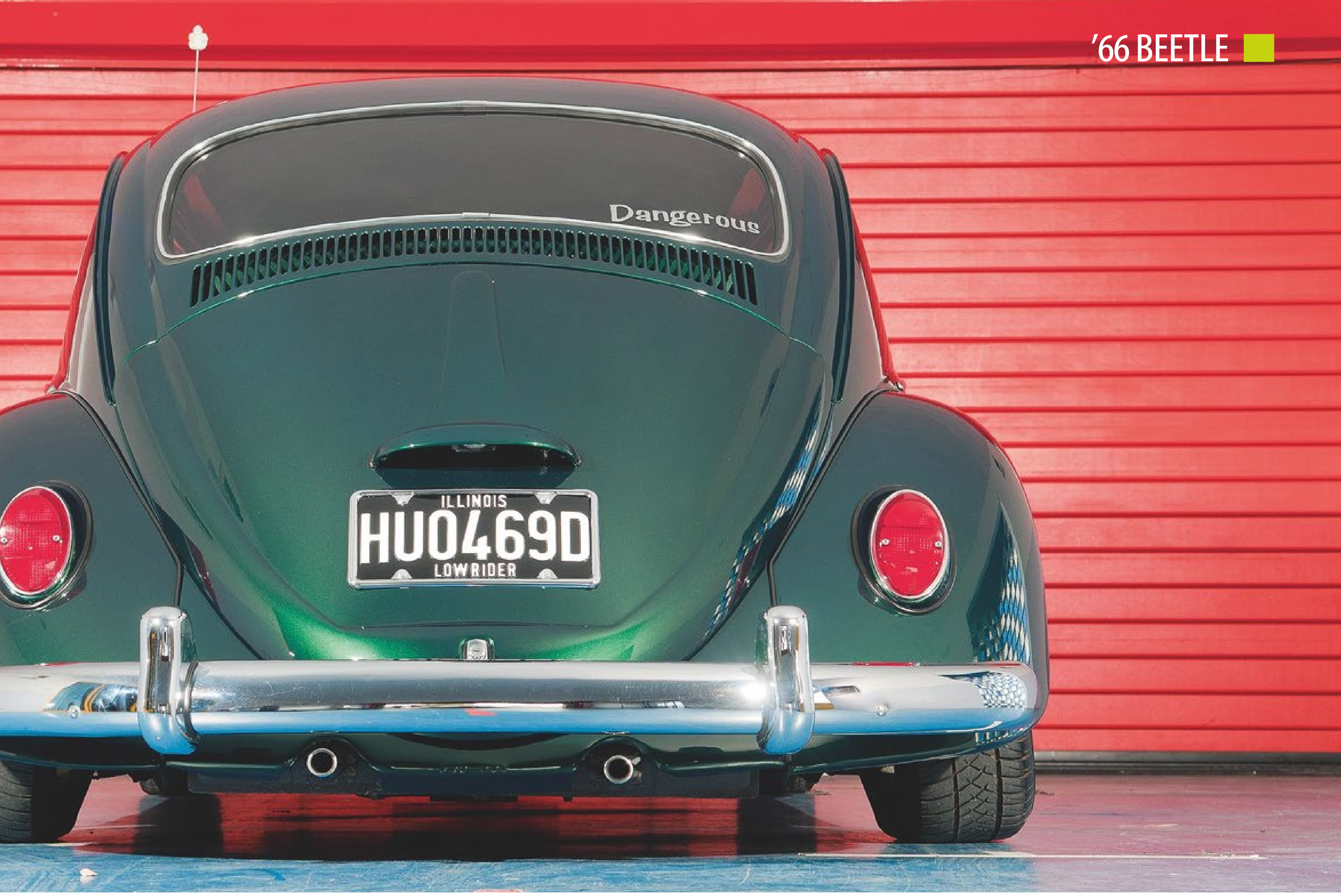


Single pump for the hydraulics is situated behind the rear seat

Fuel tank mural was done by projecting a photograph of the car onto the tank, drawing round it and, well, colouring it in, with a bit of airbrush detail



Here's the car in its raised position, ready to tackle any speed bumps or any other obstacles that may get in its way



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BEHIND THE WHEEL

"When I originally built the car, it was set as low as I could get it to sit without major chassis modifications, and then we fabricated hydraulic rams to fit between the top and bottom eyelets where the shocks would originally have been. The rams replace the shock absorbers. It's a bit like the system you have on a Citroën. I'll admit it's not the most comfortable to drive with, as without any shocks it turns one big bump into several smaller ones. When I flick the switches on the control box, solenoids release fluid into the rams, which then extend and raise the car up. It then comes down via gravity."

> "sourced the other parts he needed from a dumper truck supplier"

However, back at the start of this century options were limited, and expensive, so he bought a pump from Rayvern Hydraulics and sourced the other parts he needed from a dumper truck supplier. In total, the conversion cost £900, plus an awful lot of head scratching.

"I never wanted people to know I had it fitted," he explained, pointing to where the pump is hidden behind the rear seat. "The suspension was all fitted and plumbed in by 10pm one evening and we left at midnight to drive to the Cornwall VW Jamboree the next day." And guess what, he won the prize for Best Beetle at that show too, but this time came home with all the paint on his floorpan! Since then, the suspension has never let him down (no pun intended), and the car gets used on a regular basis in all weathers, and has clocked up some 15,000 miles since the conversion.

^ Note the negative camber on the rear wheels in this shot, then capmare it to the picture bottom left with the car raised –a perfect illustration of how a swing axle suspension works

Photojob

The airbrushed fuel tank was apparently a spur of the moment idea when he saw what a friend had painted on his Escort, so he tried it himself, but it wasn't a great result so he got his mate to do it instead. "He put a photo of my car on a projector, shone it on the tank, adjusted it to fit and then drew it on freehand. He did a lovely job," confirmed Dave. And Dave isn't the only person who thinks the car is lovely, as a large number of judges at shows across the country also seem to agree, his mantlepiece groaning under no less than 25 awards, mainly Best in Class and Best in Show, from the likes of Bristol Volksfest, Dubfreeze, Welsh Volksfest, Vanfest and Dubs in the Castle.

Despite being on the road for almost 15 years now, with the same coat of paint, there have been very few changes since the original build. In fact, the only thing Dave says he can remember changing is swapping a set of polished wheels for the chromed versions now on the car, mainly because at a minimum 25 minutes per wheel, it became too much of a pain to keep the old ones clean for shows.

And what's really nice is that, after 15 years, Dave still loves the car and feels it is his perfect ride: "It's the only car I've ever had that looks like I imagined it would on day one." So I guess as long as it ain't broke, there ain't no point fixing it. ■

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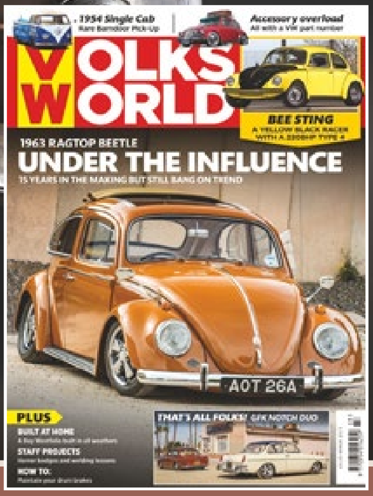

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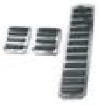

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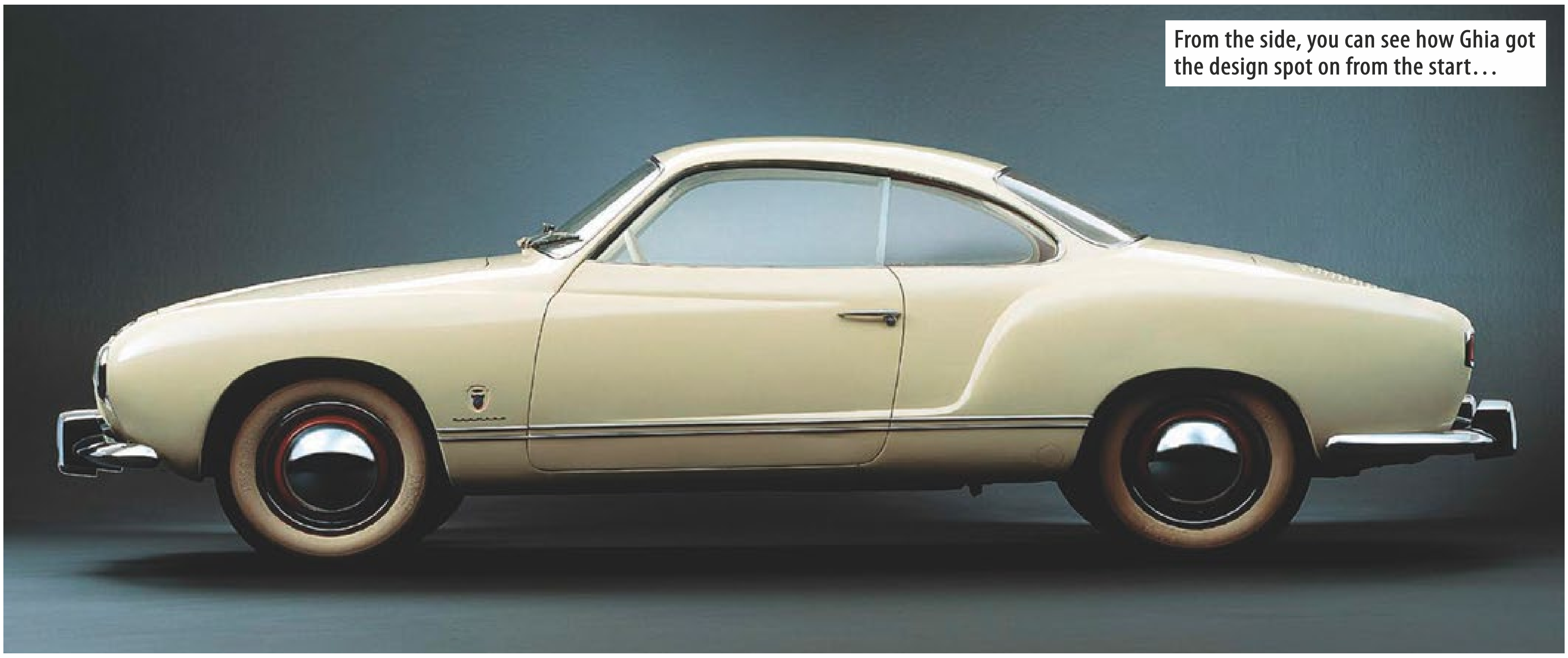


From the side, you can see how Ghia got the design spot on from the start...

History in the making

These one-off Ghia prototypes have never been seen in the UK, until now...

Words
Glenn Willians

Visitors to this year's *VolksWorld* Show are in for an extra special treat. For the first, and most likely only, time there will be three unique cars displayed together on UK soil. However, unless you really know your onions, the significance of these prototypes, set free from the Karmann Museum in Osnabrück – thanks in no small part to the assistance of VW Heritage and the museum's custodian, Bernhard Kadow – might pass you by. We couldn't allow that to happen though, so here's a bit of background, to prepare you ahead of the chance to see them in the metal on March 28-29.

The origin of the species

The oldest and most significant of the three cars on display is the 1953 Ghia VW prototype, *the* forerunner of the Type 14 Karmann Ghia.

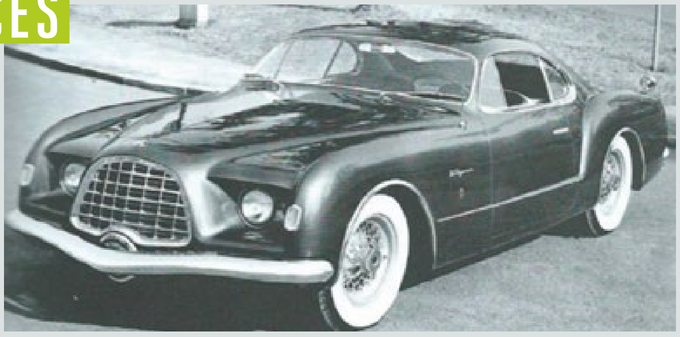
But how and why did this car come about in the first place? Carrozzeria Ghia was an Italian automobile design and coachbuilding company based in Turin that, in the 1920s and '30s, designed and built aluminium car bodywork. When its founder, Giacinto Ghia, died in 1944 the company was taken over by Mario Boano, assisted by his son, GianPaolo. The commercial director at that time was Luigi Segre, who did a fine job of raising Ghia's profile and attracting new business across Europe. Contrary to popular belief, Segre was not a designer.

The Boanos fell out with Segre and, in 1953, Boano departed the company, leaving Segre in sole charge. Before that happened though, in the early 1950s Karmann had expressed an interest in building a sporty VW. The company couldn't get VW on board with its proposed designs so were forced to look elsewhere. At that time, there were several big European motor shows, with Turin in May and Paris in October being the most important. It was at these shows that coachbuilders such as Ghia went to display their latest offerings to the world.

Representatives from Karmann would undoubtedly have met Luigi Segre at one or another of these shows and mentioned the company's desire to build a sporty, VW-based roadster. They may well have seen some of the concept cars Ghia built for Chrysler in the USA in the very early '50s. Chrysler's Virgil Exner had designed and supplied accurate small-scale models for these concepts to Ghia, which built the prototypes in Italy. One of these was the

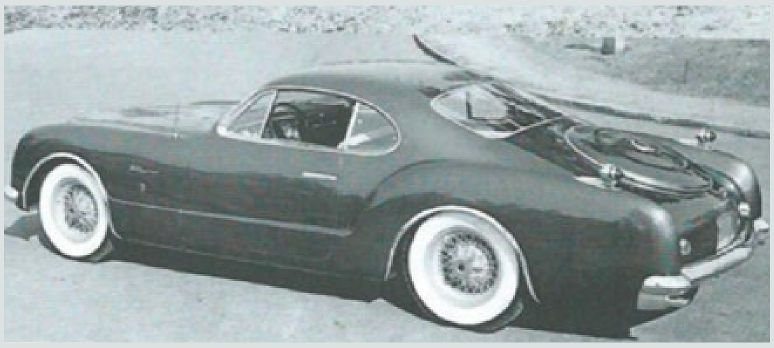
DESIGN INFLUENCES

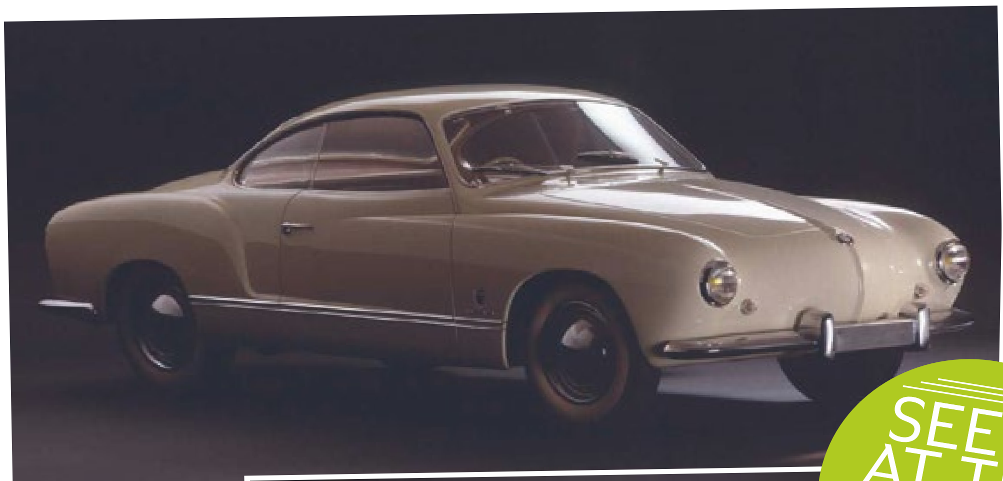
There has been much discourse over the years on who really designed the Karmann Ghia and that's covered in the text. But by way of visual explanation, here are some of the accepted design influences – we will leave it up to you to decide which bits came from which cars...

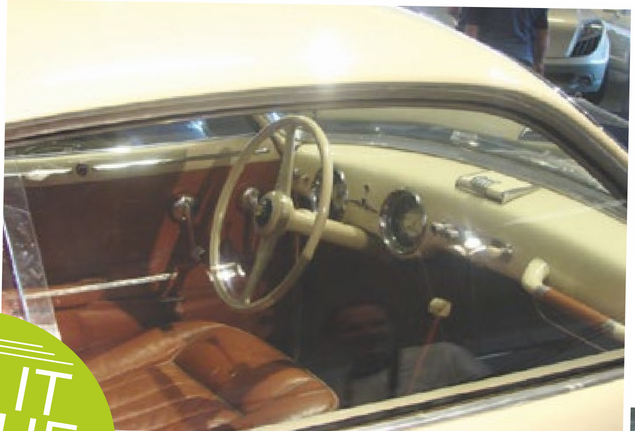


^ **Ghia Chrysler D' Elegance**
After WW2 Chrysler wanted to change its image, so looked to designer, Virgil Exner, and to Ghia to put his design into practice. The result was stunning

The sensational Ghia Chrysler debuted at the Paris Motor Show in 1952. Though significantly larger than a Karmann Ghia, its swage line and kicked-up haunches are unmistakable



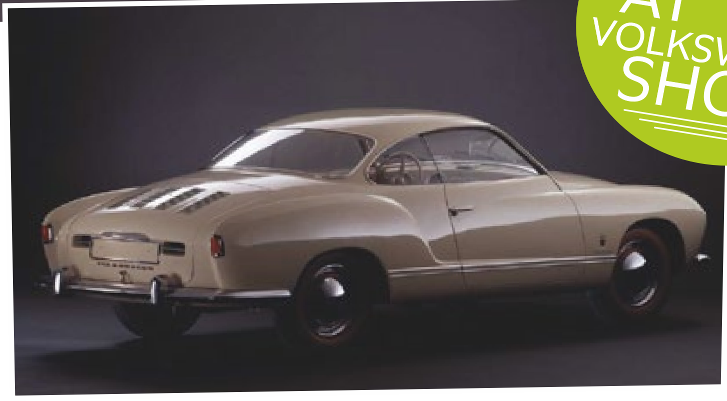




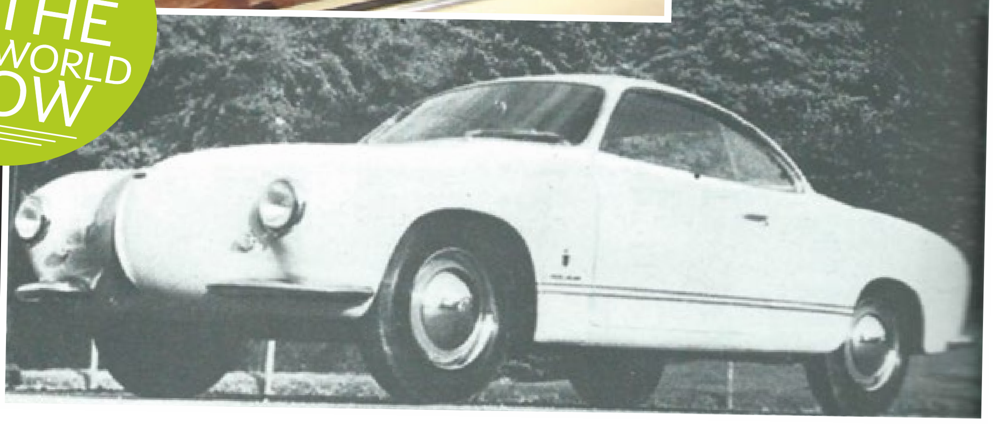
Sadly, the flush windscreen and original dash didn't make it into production

Nor did the pretty quarter bumpers seen in this picture. For some reason these have been changed on the prototype

SEE IT AT THE VOLKSWORLD SHOW



…but compare the nose and tail treatments to a production model and you'll see a number of significant differences



Chrysler D'Elegance of 1952 / '53, whose clay model was completed mid-'52. This date is important, as we'll see…

Société France Motors (SFM) in Paris were VW and Chrysler agents who obtained the rights to sell a series of exotic, Exner-designed, Chrysler-chassis'd, Ghia-built cars in Europe. Various models were built, some coupés, some convertibles, between 1951 and 1953 and, though they bear no relation to the Karmann Ghia, the styling cues are unmissable.

By early 1953, when it was clear VW was not on board with the sporty VW concept, Ghia and SFM decided to press ahead and build a prototype. Ghia's GianPaolo Boano drove a stock Beetle from SFM in Paris to Ghia's design studio in Turin. The Beetle's original body was uncermoniously tossed to one side and its floorpan formed the basis for the new Ghia VW Coupé, the very car that will be on display at Sandown Park.

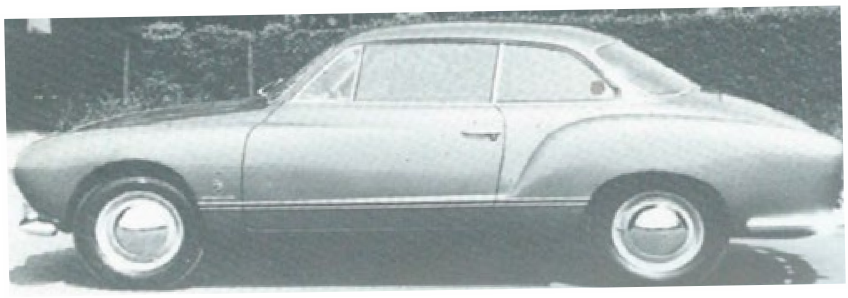
As Ghia was in turmoil in 1953, with Boano leaving and the sale of the company to Segre, it's difficult to ascertain exactly what happened and who really designed the VW Ghia Coupé, but one only has to examine the other cars being built by Ghia at the time, and the influences of their various designers, to see that there was some 'cross-pollenation', as it were.

It's reasonable to assume the design of the VW Ghia Coupé had a few main contributors. The Virgil Exner connection is unmistakable, especially in the distinctive side swage line it shares with those glorious Chrysler specials. But then there's Mario and GianPaolo Boano, who did little innovative design work of their own during their tenure with Ghia, but tended to 'borrow' ideas and styling cues from other designers.

It is quite likely that the Boanos, Luigi Segre and Charles Ladouche of SFM (who donated the donor Beetle) decided on using the Chrysler D'Elegance as the basis for their new sporty VW, quite probably without Exner's knowledge. And we can't ignore Giovanni Savonuzzi either. He was an external design consultant for Ghia whose particular area

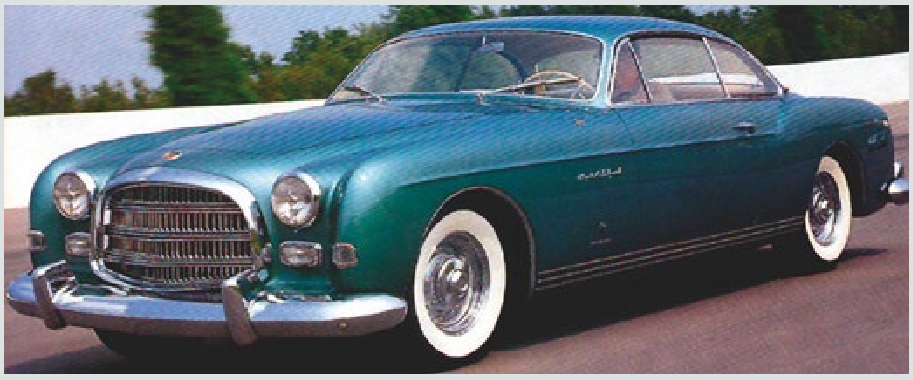
> "It was clear VW was not on board with the sporty VW concept"

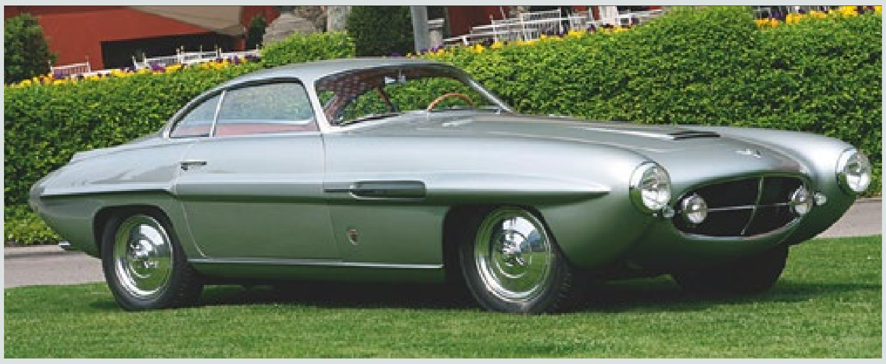
A weirdly proportioned four-seater KG prototype dating from 1954



Ghia Chrysler SS

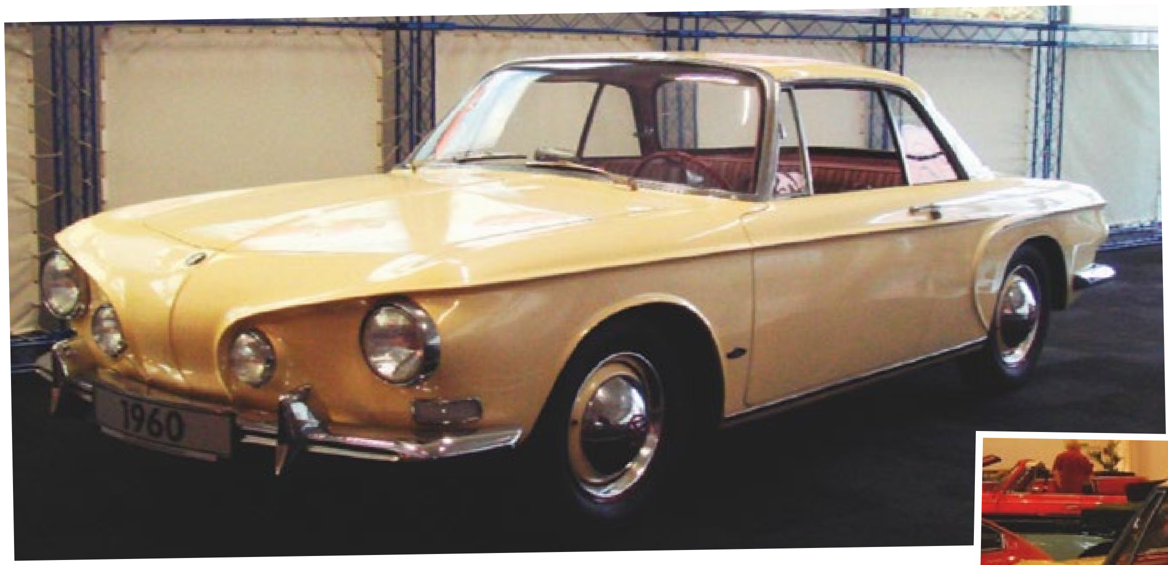
Also from '52, the SS (Styling Special) was a shorter wheelbase fastback version ith slimmer c-pillars, and a more Karmann Ghia-esque roofline

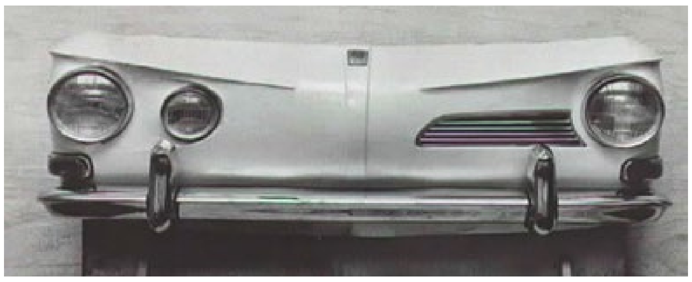




Ghia Fiat 8V Supersonic

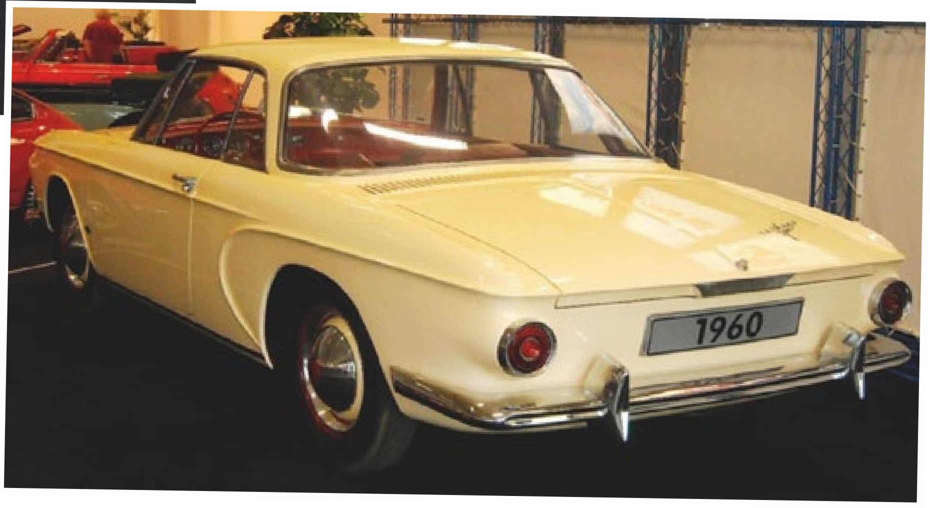
But check out the roof on the '53 Ghia Fiat, originally built as a one-off racing car. There's no doubt this is the canopy that ended up on the KG



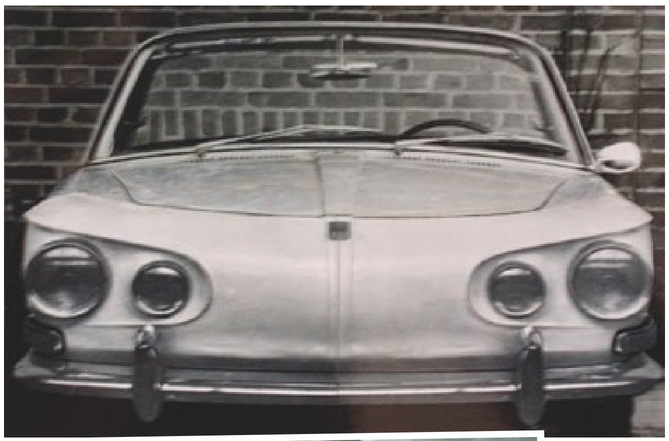


Different designs for the Razor's nose. We kinda like the grilles on the right

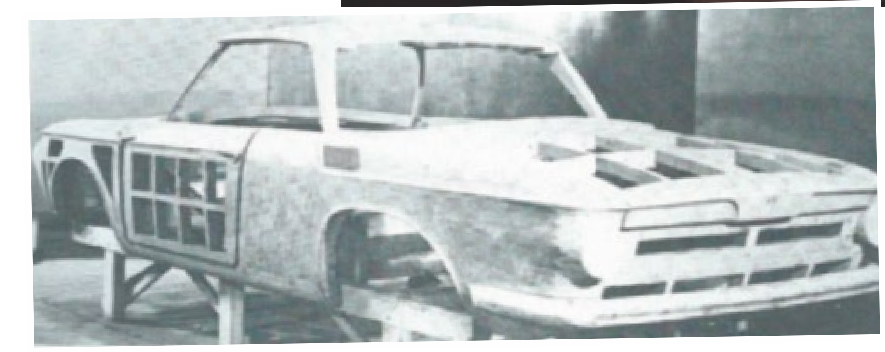
Another view of the 1960 design study, better showing the shapely rear quarters



This 1960 design study looks like the production Type 34, until you notice the rear wings…



Another design treatment for the front headlights. Close, but no cigar



Transforming a car from the drawing board to production is a massive job. Full-size wooden buck was used to hammer out the sheet metalwork

of interest, and influence, was aerodynamics. And when the Boanos left Ghia in 1953, Savonuzzi became the company's chief designer.

Whilst working as a consultant, Savonuzzi designed the basic shape of the gorgeous Ghia-built Alfa-Romeo Conrero Supersonic, which surfaced in May of 1953. Comparing the roof lines and canopy structures of the Alfa and the VW Ghia Coupé, it's obvious there was some similar thinking going on. Even the front ends, with their forward thrusting headlights, bear some similarities.

Another name to throw into the mix is that of Giovanni Michelotti. Michelotti was also responsible for a lot of design work for Ghia, again mostly as a consultant. His Supergioello design of 1949 inspired the classic Lancia Aurelia GT, and he also designed for Ghia-Aigle (the Swiss offshoot of Ghia) and Monviso coachbuilders, who worked closely with Ghia. Many of the delicate detail design touches on both the Supersonic and Ghia VW are trademark Michelotti who, incidentally, also designed cars for Triumph, Ferrari and Maserati.

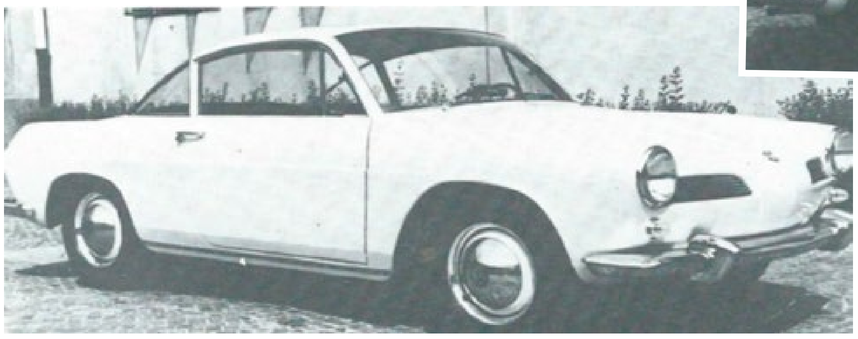
And it doesn't end there. There was also another hero behind the scenes, Sergio Coggiola. Coggiola's job was to orchestrate the translation of the design from drawing board into metal, making the working drawings and organising the fabrication of full-size wooden forming bucks. It's worth noting that at this stage subtle changes were often made to simplify the manufacturing process, too.

When the design was finalised, Ghia built the first VW Coupé prototype in a little under six months, and transported it to Société France Motors in Paris, just prior to the October 1953 Paris Motor Show.

Most likely, the intention was to display the car at the show, where SFM would seek orders to build more, as they did with the Ghia Chryslers. However, Segre and SFM's Ladouche let Karmann see the VW beforehand and it never made it to the show. Karmann loved it so much, the Ghia VW Coupé was instead delivered to Osnabrück for Karmann's engineers to evaluate the design and make the necessary changes to put it into production.

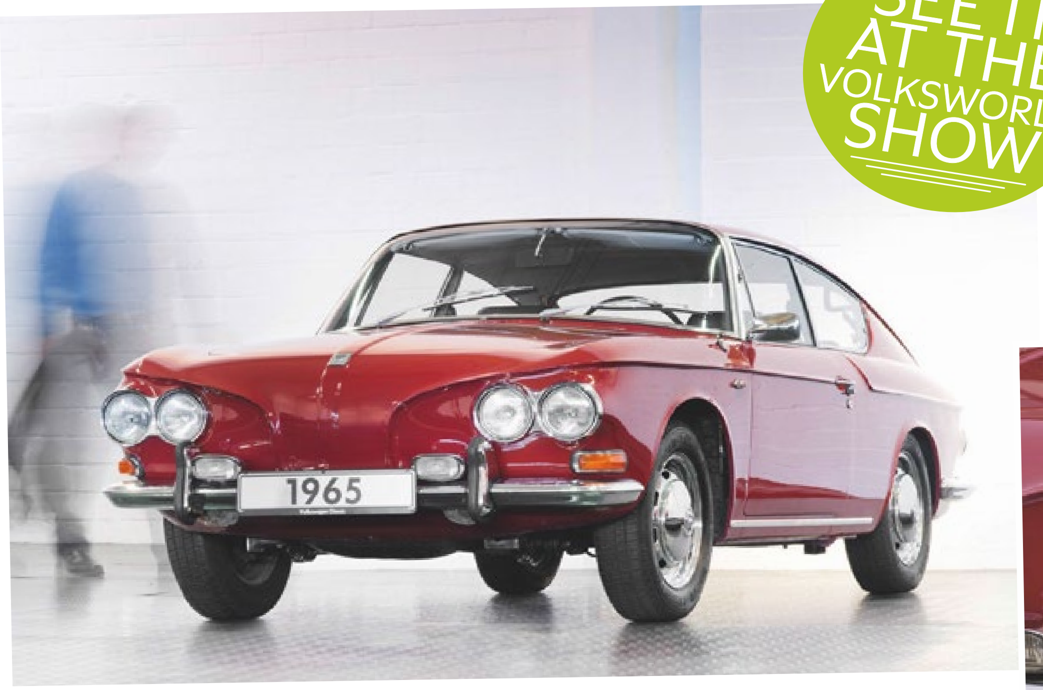
When shown the Ghia Coupé in mid-November 1953, VW's big wig, Heinz Nordoff, reputedly said he didn't believe Karmann could build such a beautiful car for a reasonable price, but he gave the design his blessing and the Karmann Ghia went into production.

It wasn't quite that straightforward though. Tooling cost millions of Deutschemarks and it took a further 18 months to ready the Type 14 for full scale production. The Beetle floorpan had to be widened and the steering column angle changed. Then there were the numerous one-off parts that had to be drawn, designed and made. The prototype Ghia had a flush-mounted curved windscreen,

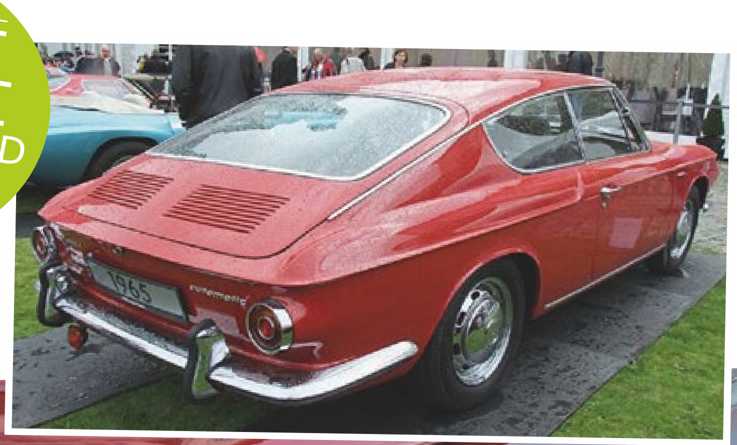


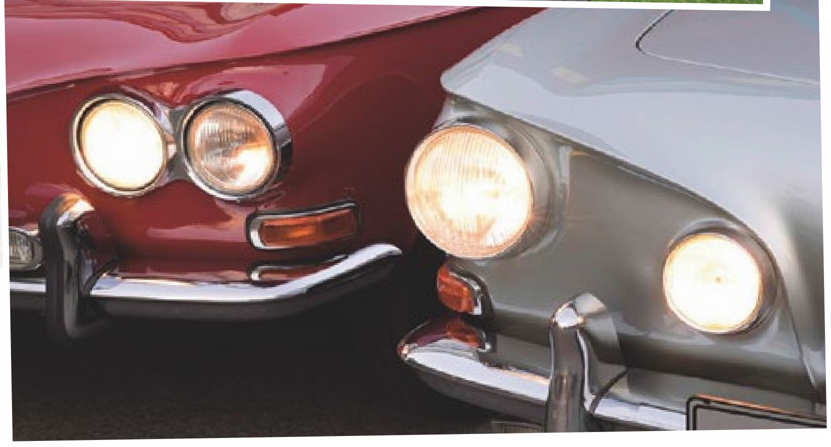
Looks like a BMW 700 doesn't it? But this is actually another Type 34 prototype from 1960

SEE IT AT THE VOLKSWORLD SHOW



The 1965 1600 TC is one that really should have gone into production. An opportunity missed we reckon. Of particular note is the opening tailgate. Form and function in one





Note the siamesed quad headlights on the prototype. Cool, but we think the production Type 34 got it right

which, for production purposes, had to be changed to regular rubber-mounted glass. Likewise, the headlights, vents in the engine lid, tail lights, overlapping door and rear side glasses and the push-button door handles were all changed. Perhaps most notable though was the introduction of the trademark nostrils in the nose to direct fresh air to the windscreen. Originally, the car had delicate ¼ bumpers too, though these have since been replaced on the ’53 prototype with production items.

In 1954, Ghia built three other similar VW prototypes, all four seaters, one with a notchback roofline, another a fastback with a wraparound rear ’screen and a convertible. All had longer doors with quarter lights, as well as deeper sills, which might indicate they were having problems with body strength.

> “Ghia built other VW prototypes… none of which found favour”

Karmann also built a prototype cabriolet around this time, appearing quite close to the production car but without nostrils or decklid vents.

Another interesting detail to note is the registration plate surround was changed for 1954 as the chrome one on the 1953 car only suited a French number plate, not a contemporary German one.

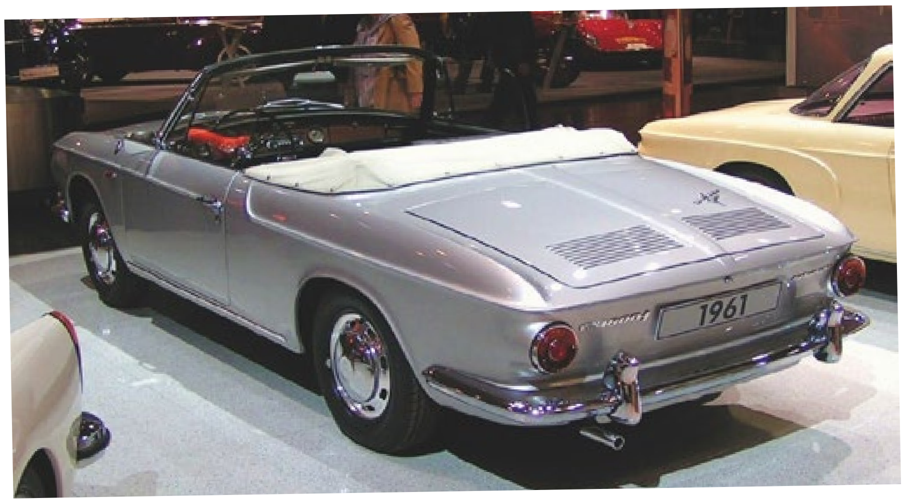
For several years, even after the official Type 14 production launch in July 1955, Ghia built other VW prototypes – various other four seaters, one with a wraparound front windscreen and others, none of which found favour. The original 1953 Ghia VW Coupé design was so perfect from the start, it stayed in production, essentially unchanged, until 1974.

Type 34 Ghia 1600 TC

When the VW Type 3 entered production in September of 1961, variations on the theme were always on the cards, including one from Karmann. But first, a little more background. Sergio Sartorelli joined Ghia in April 1956. The first project he was handed was to design a successor to the Beetle, which, as we all know, proved unsuccessful! But he went on to design several further styling proposals based on the Karmann Ghia. In 1960, two Sartorelli-designed, non-running prototypes (chassis numbers VR336 and VR337) were built by Ghia. Fortunately, both survive to this day in the Karmann Museum. Both were designed to accomodate the flat Type 3 engine cooling set up. The chosen design, VR337, with its distinctive curved swage line was re-worked by Tom Tjaarda, who had joined Ghia in 1959, and went on to become the Type 34 Karmann Ghia, or ‘Razor Edge’ as we know it.

As usual, Ghia’s Sergio Coggiola worked hard to convert the final design into a functional prototype. As it happens, Johannes Beeskow (yes, he of banana-like Rometsch fame) was the chief bodywork designer at Osnabrück at the time, so would have liased with Coggiola to ensure a smooth transition from prototype to production.

In March 1962, Type 34 Karmann Ghia production commenced. However, as sales records show, the model was never as popular as the Type 14 and only 42,432 were built until production was halted in June 1969, In an attempt to generate more sales, variations were made on the Type 34. Karmann built a few prototype cabriolets, as well as a fastback version with opening rear hatch, which is the second of the Ghia rarities that will make an appearance at The *VolksWorld* Show. As far as we have been able to ascertain, it appears Ghia designed the striking fastback, which was designated the model name 1600 TC, and Karmann built a one-off version, finishing it in September 1964, but VW wasn’t interested in taking



So close to production did the Type 34 convertible come, VW even produced sales brochures for it

SEE IT AT THE VOLKSWORLD SHOW

^ This Giugiaro-penned design was intended to replace the Ghia. Suffice to say, it didn't

˅ The folding fabric roof was pretty natty, making the car almost a full convertible

^ Is it just us, or does the swoopy front end have a touch of SP2 about it?

^ There's touches of X1/9 and 850 in evidence here. Maybe some Citroën SM to the rear, too

it any further. The 1600 TC was stashed away for a few years at the back of the studio but then, in 1968, was dusted off and updated with a new 4-stud automatic floorpan (Type 3s had an optional fully automatic transmission, unlike the Beetle's semi-auto option). At this point, the 1600 TC's front seats received new covers, but the rest of the interior remained as it was in '65. Sadly, VW still wasn't interested and the lovely 1600 TC remains unique.

It probably didn't help that in the background VW had spent $50 million tooling up for Type 4 production and were planning to build 800 cars per day, but the model's unpopularity meant only 200 per day were built, resulting in huge financial losses.

The silver dream machine

The talented Giorgetto Giugiaro joined Italian coachbuilder, Bertone, in December 1959 and having designed the Alfa Romeo 2000 Sprint, Gordon Keeble GT and the Aston Martin DB4 GT Jet, moved to Ghia as Head of Design in late 1965. The Turin Motor Show the following year saw two Giugiaro masterpieces displayed on the Ghia stand – the DeTomaso Mangusta and the Maserati Ghibli – but Giugiaro also around this time designed the third car we'll have on display, the car Ghia felt could replace the Karmann Ghia. With its distinctive low level door glass and roll-back fabric roof, it's an acquired taste and clearly not enough people acquired it as it never made it past the prototype stage. It didn't help that in early 1967 Rowan Controllers bought Ghia, and Alejandro De Tomaso became president. As a result, general manager, Giacomo Moro, and Giugiaro left the company and the latter set up his own styling studio, Italdesign Giugiaro, in late 1968.

Things went downhill for Ghia from here on in. Ford became a majority shareholder in 1970 and obtained full control by 1973 (hence those styling package Ford Escort Ghias and the like). This means the Giugiaro-designed Ghia VW is the last in a long line of prototypes Ghia built for Karmann and remains a one off. His work didn't go entirely to waste as the concept re-surfaced as the Italdesign Giugiaro-designed, Karmann-built, Type 14-chassis'd Cheetah in 1970, but again it stalled. Whether that car was the inspiration for the Bertone-designed Fiat X1/9 of 1972, or even the Michelotti-designed Reliant Scimitar SS1 of 1984, is up for debate

As a somewhat ironic footnote, when then VW boss, Kurt Lotz, was at the Turin Motor Show in 1969 he noted that four of the six best looking small cars were by Giugiaro's Italdesign, so turned to them to design the cars that would replace the Beetle and Karmann Ghia entirely. Karmann kept their hand in by producing the new Scirocco's bodywork, and also got the gig to convert the hugely successful Mk1 Golf into a Cabriolet. But that's a story for another day, and another magazine. ■

˅ Low level door glass opened up the cockpit and improved visability, but would you want to be seen in this? Karmann said no

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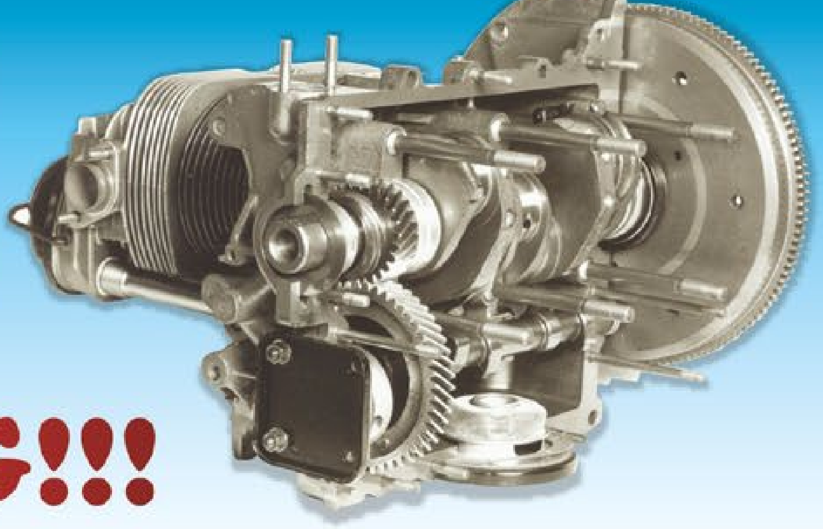

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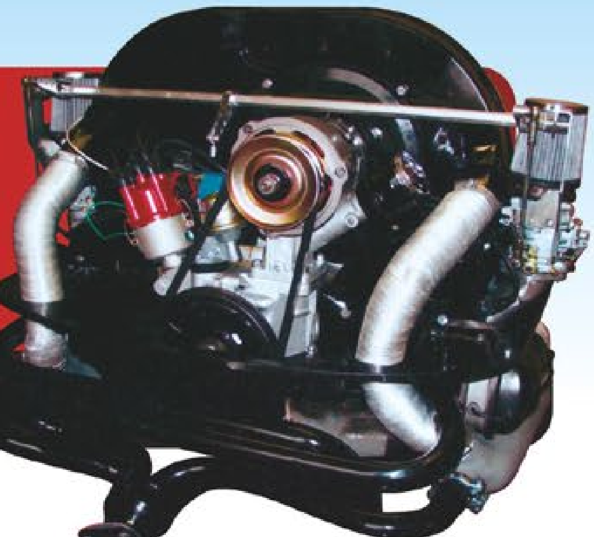

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Slough rides again

Just when you thought it was dead and buried...

Words and photos James Peene

With so much talk of last year being the final Slough Swapmeet, it was almost an anti-climax that actually it wasn't. Well, not really, because everyone in the office was super-pleased that there's still one reason to head to Slough, once a year. Heck, Mike and Steve even had a stand of their own and were seen merrily plying their wares to all and sundry. Their bargain box was a big hit with kids of all ages, too.

Numbers? Well, it was busy. Not as busy as we'd have hoped, but hey, the wheels keep rolling, and long may that continue. Well done to everyone who picked up the torch and ran with it. ■

BOGE
BOGE
BOGE
Cut-away exhaust was cool but, despite the seller's best efforts, I refused to part with the £60 required to buy it

There were a lot of cool parts for sale, and finding them on a table full of other gear is way more fun than trawling the internet

Hazet Assistent with the desirable folding handle. Perfect for the mobile mechanic

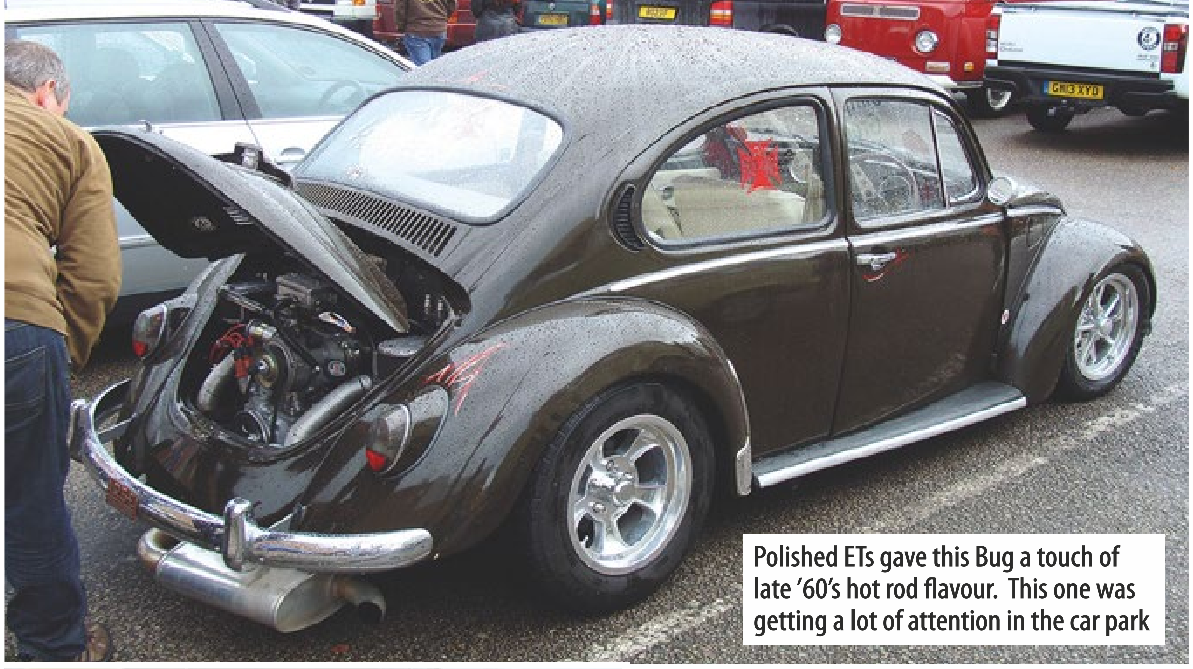
WEST COAST METRIC INC.
Snow flakes and gauges for all eras

Spare wheel tool kits are a cool addition to any air-cooled VW. We'd be happy with just one, but three would be even better!

Mark Pain's Australian Notch braved the wind and rain. Feature coming soon…

Balls to Fuchs, these hubcaps are so much rarer (and cheaper, too)

Slough swapmeet



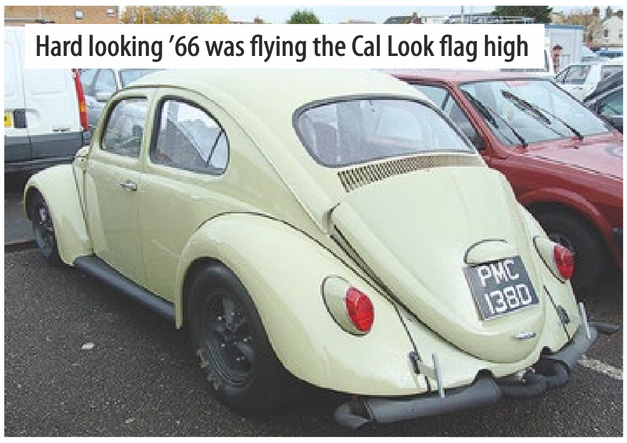
Polished ETs gave this Bug a touch of late '60's hot rod flavour. This one was getting a lot of attention in the car park

Slough Swapmeet
Best Ratty
KING
King of the Carpark
Best Shiny
Best Unique

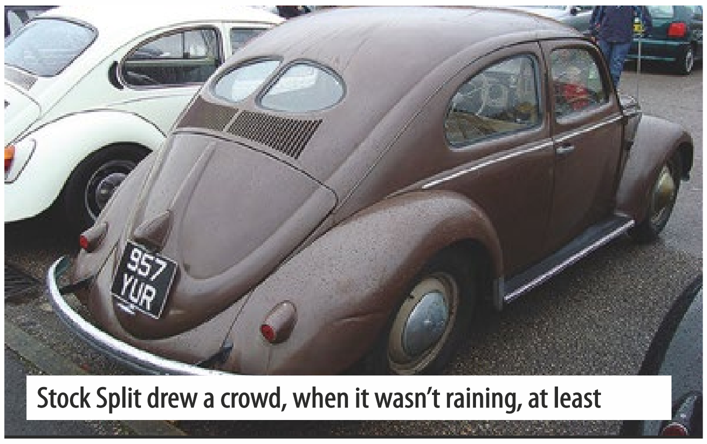
Trophies were awarded for Best Ratty, Best Daily, King of the Carpark, Best Shiny and Best Unique. Did you go home with one?

BEETLE
SEMI AUTO
GEARBOX
FACTORY UNIT
FROM GERMANY

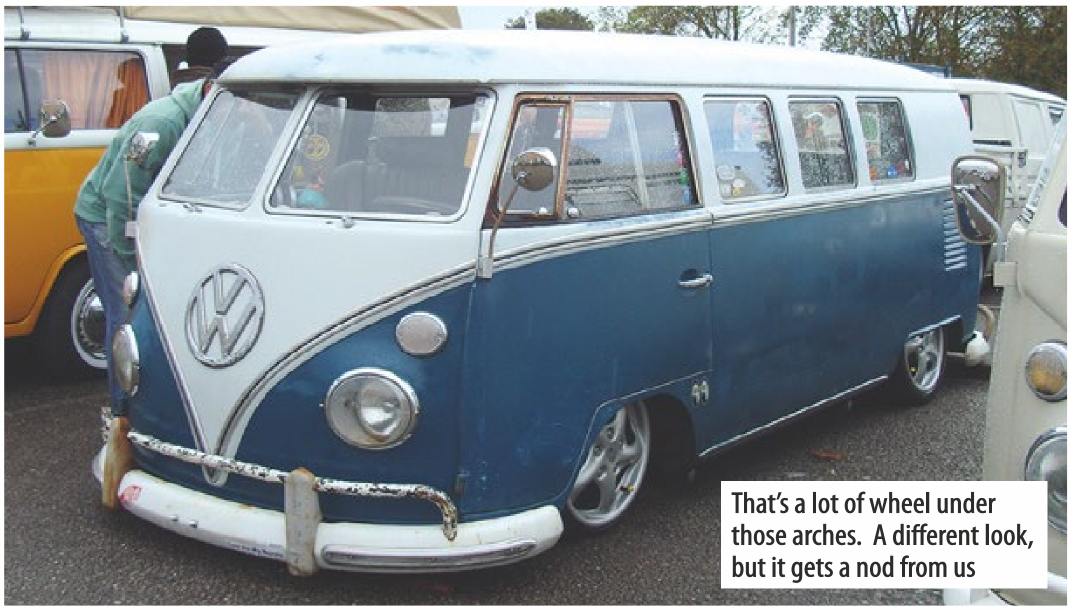
Someone must need one of these, surely…



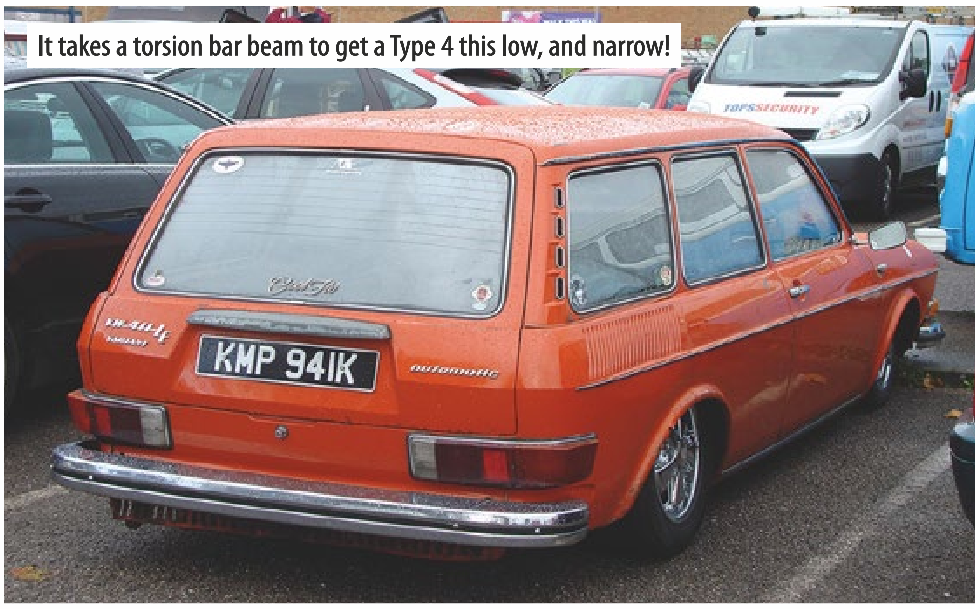
Hard looking '66 was flying the Cal Look flag high



Stock Split drew a crowd, when it wasn't raining, at least

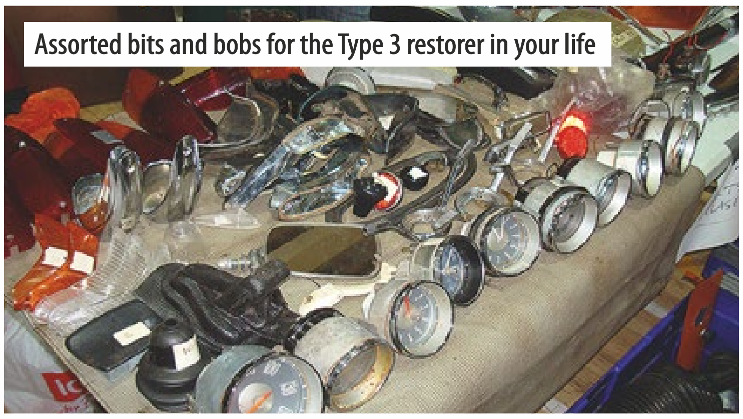


That's a lot of wheel under those arches. A different look, but it gets a nod from us


KMP 941K
automatic

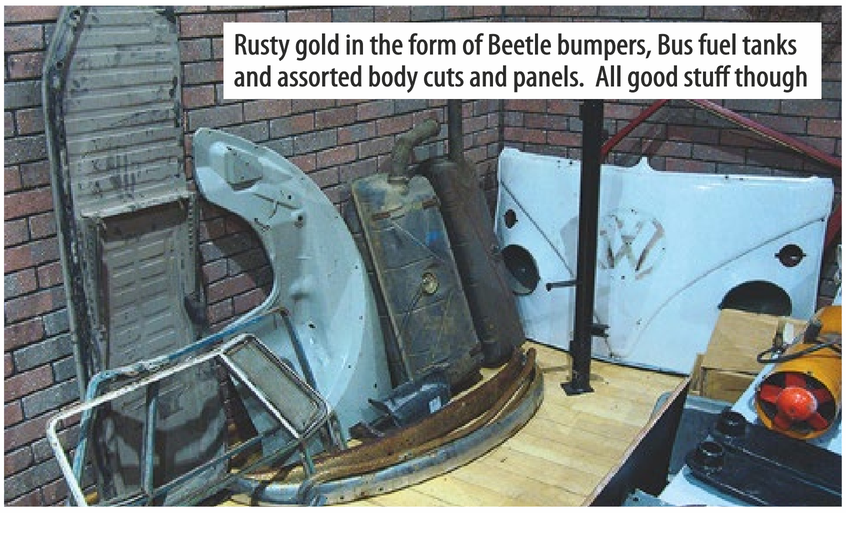
It takes a torsion bar beam to get a Type 4 this low, and narrow!

Something for everyone amongst these tillers

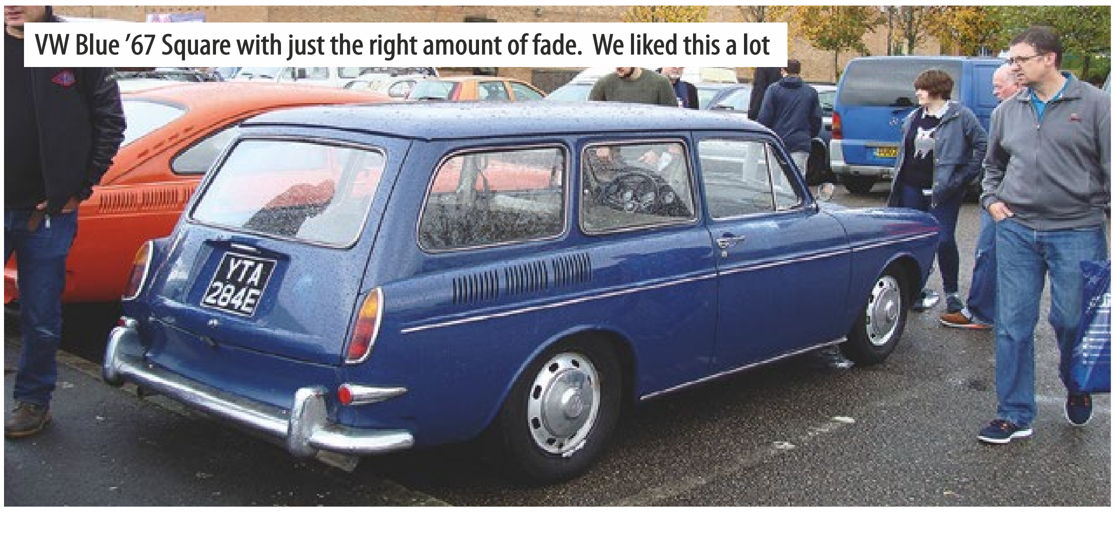


Assorted bits and bobs for the Type 3 restorer in your life

Plug and play. Almost. 6-volt, 34-horse motor



Rusty gold in the form of Beetle bumpers, Bus fuel tanks and assorted body cuts and panels. All good stuff though



VW Blue '67 Square with just the right amount of fade. We liked this a lot

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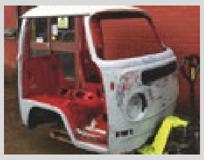

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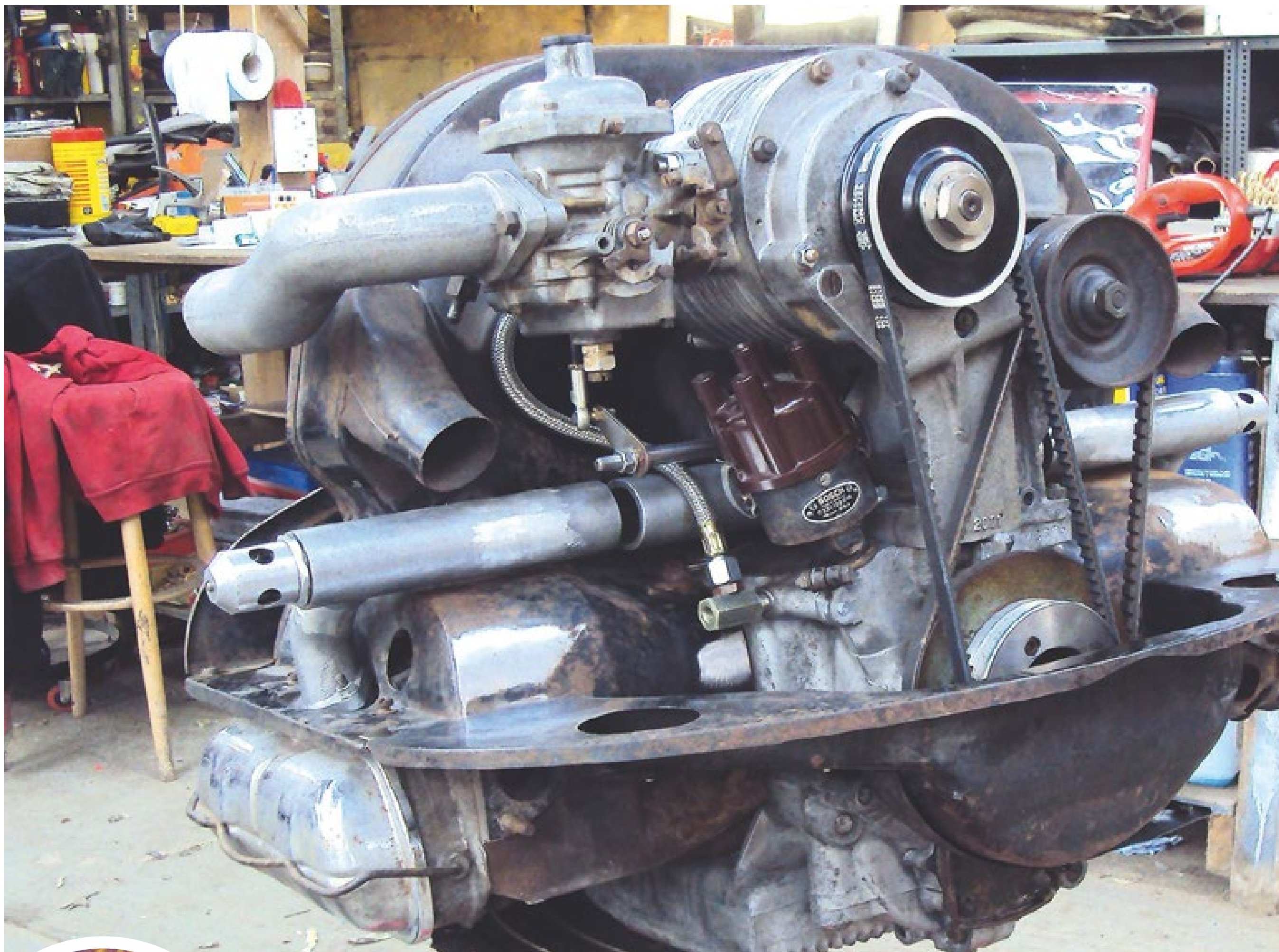
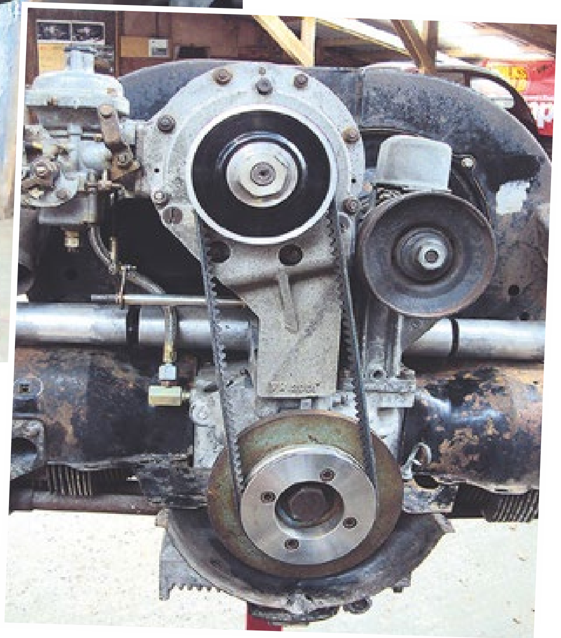


< Pretty much the last piece in the puzzle, the engine and supercharger have now been dry built and blown apart again for paint, rebuilding and detailing



Mark Dryden's solution to the lack of adjustability in the supercharger belt is very neat. As a result, I can now tension the belt and remove it to change the fan belt. Nice

OWNER INFO

NAME: Steve Gosling

CAR: '61 ragtop, '67 Ghia

WORK THIS MONTH: Solve the pulley and throttle linkage problems, sort out the engine tinware and get my tyres fitted

Re-engineering

Fixing Shorrock's original design flaws

Last time I left you with the engine at Flatlands Engineering having some of the supercharger problems fixed. The biggest issue with the Shorrock blower set up was the lack of provision for any kind of belt tensioning. The original kit tried to overcome this by running twin v-belts, which worked, to a degree, but it still meant you couldn't change the fan belt without removing one of the two supercharger pulleys. Not ideal by the side of the road.

Mark Dryden and I talked through options, one being to add an idler pulley on a bracket to apply tension to the belt. This would mean using a longer belt, but one that could easily be removed when necessary. While this would have worked, we agreed it would be too much of a deviation from the original look.

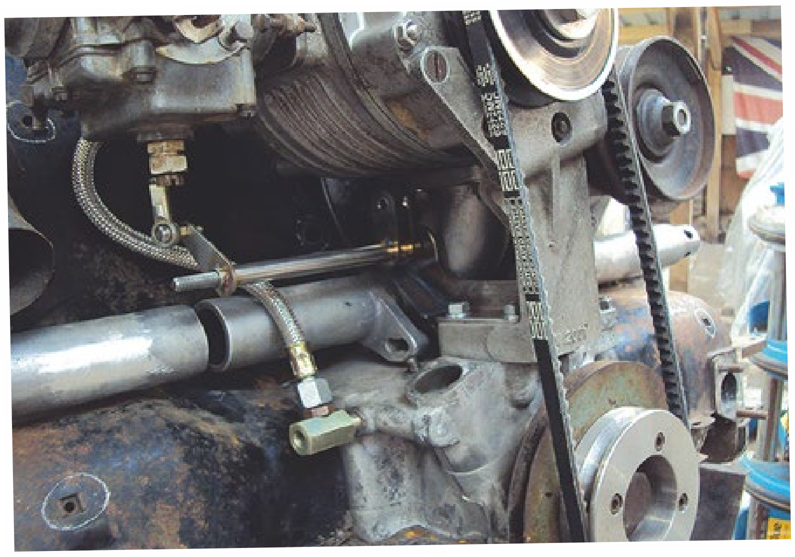
Genius!

Then Mark had an epiphany. The pulley on the Shorrock blower is wedgemated (a tapered interference fit) to the mainshaft. If he bought an off-the-shelf, two-piece, ali dynamo pulley, then had the centre hole machined into a matching taper, he could fit the new pulley to the original shaft, allowing me to tension the belt in the same way you do with a stock engine, by adding or removing shims between the two halves of the pulley. I guess it's true what they say, the best ideas are always the simplest ones. To finish the job, a new single v-belt bottom pulley was machined to match the top one and we were good to go. Except… The two-piece top pulley is a bit bigger than the original one, meaning the supercharger will be under-driven (rotate slower) and therefore produce less boost, but it'll do to get the engine up and running and run in. Once it has a few miles under its belt, I can take the top pulley to a machine shop and have them replicate it at the correct, or maybe even a smaller size. By way of a quick explanation, essentially the smaller the pulley, the quicker the supercharger rotates and the more boost it makes. I'm not going to go mad as it's still an old piece of engineering and this car has never been about going fast, so I'll see how it goes first and make a decision on pulley size from there.

Mark also fabricated a new throttle linkage as the original wasn't with my kit and had a new supercharger oil feed line made up to replicate the original.

With the engine back with me, I ripped into sorting the tinware, welding up unnecessary holes, mounting the coil to the back of the fan shroud and ensuring it all fits perfectly before sending it off to Creative Coachworks for paint.

Finally, the long block is with www.thevwenginecompany.com being rebuilt. Next step is to carefully build it up… ■



< Mark made up this neat stainless throttle linkage that mounts to the fuel pump studs and operates off the back of the carb to keep things clean and simple. Note also the nice new oil feed line to the supercharger

I've been itching to get back into some metalwork so, with the engine and its ancillaries dry built, it was time to sort a few issues with the fit of the tinware. My advice here is to repair your original stuff, it fits and is made from thicker steel than the re-pop stuff

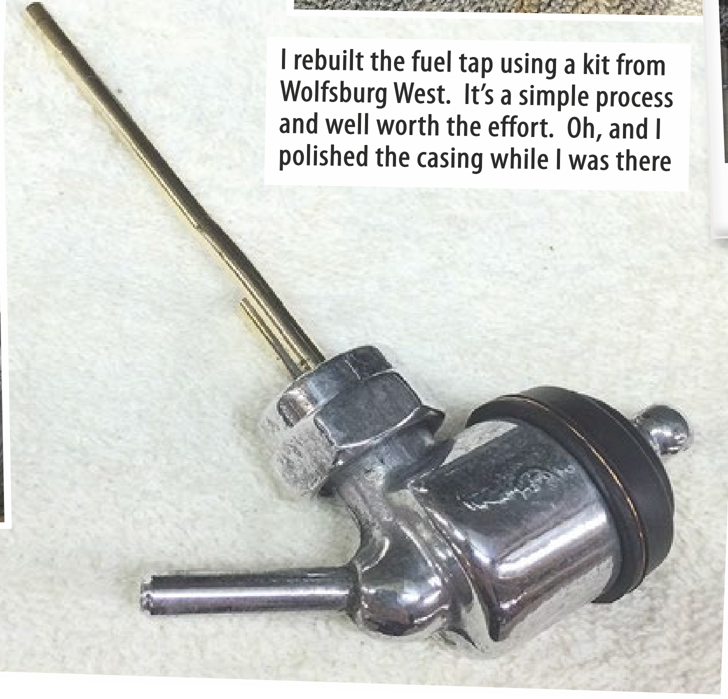
For the most part the tinware was in good nick, with just a few holes and cut-outs I no longer need requiring attention. I'm not using heat risers, so this square hole for the cover piece had to go

This cut-out is to clear the oil filler drain tube, but I'm not using one of those either, so I made an infill patch. Top tip: when welding up to an edge like this, leave a little extra metal on the patch, otherwise the weld pool will melt the edge and it's a bugger to get straight again if that happens

> "Repair your original tinware, it fits and is made from thicker steel than the re-pop stuff"

I had the decklid latch chromed as it's in your eye line when you open the decklid. In my head, that meant I also needed to chrome the front latch to keep the continuity, even though you can't see it unless your head rotates through 180 degrees

I had the original bumpers and overriders re-chromed and Alan at Creative Coachworks painted the insides silver and the bumper irons and spacer brackets black



I rebuilt the fuel tap using a kit from Wolfsburg West. It's a simple process and well worth the effort. Oh, and I polished the casing while I was there

Mark Aylward at RSR Tyres in Redhill took great care fitting my tyres. 135s on the front and 205/65s on the rear. Michelins, naturally

VOLKS WORLD PROJECT CARS

Stitch 'n' bitch

Owner: James Peene
Car: '66 Beetle
This month: I've not made it out to the garage for a while but my seats are at home so I've tried repairing the split stitching. It did not go well...

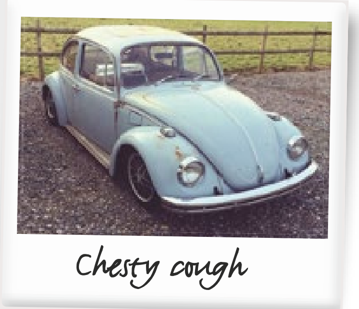
Owner: Jon Gilbert
Cars: '61 Ragtop
This month: It's been a long time since I fettled my Beetle, but I'm hoping to change that this year and get it out on the open road.

Get out and drive!

Ginger crouton

Owner: Gordie Woollacott
Car: '78 Westy
This month: A set of door mirrors, some new door seals and a full engine service and tune and I'll be feeling like this!!

Owner: Mark Walker
Car: '68 Beetle
This month: Having bought a new battery tray and some paint to detail the inside of my heater channels before Christmas, I have had a bad chest for a month, so the car has been sitting unloved sans interior.



Chesty cough

Mr motorvator

Owner: Ivan McCutcheon
Cars: '67 Beetle
This month: My engine is one step closer to the back of the car. Hopefully next month the car will be back on the road. [Really?-ED]

Owner: Steve Parsons
Car: '60 Split
This month: The end is in sight! The long side sill is the last piece of welding required before the Bus is solid once again. Mechanics next.

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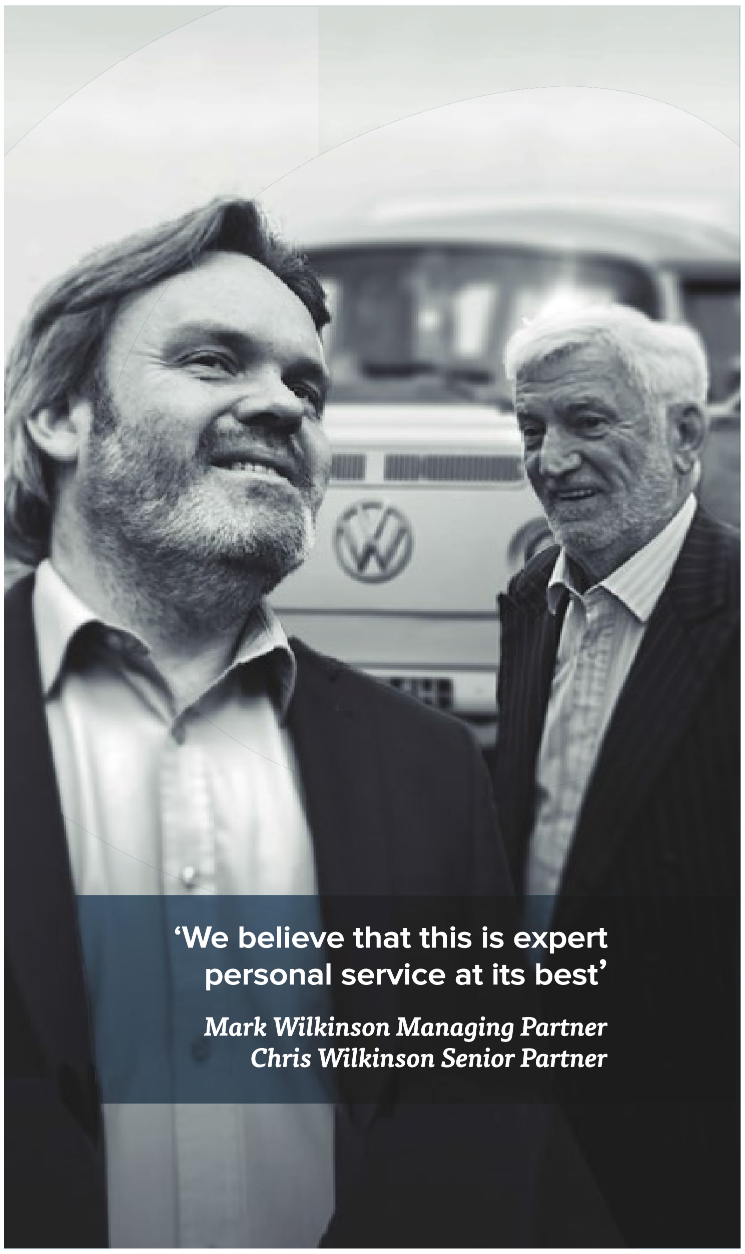

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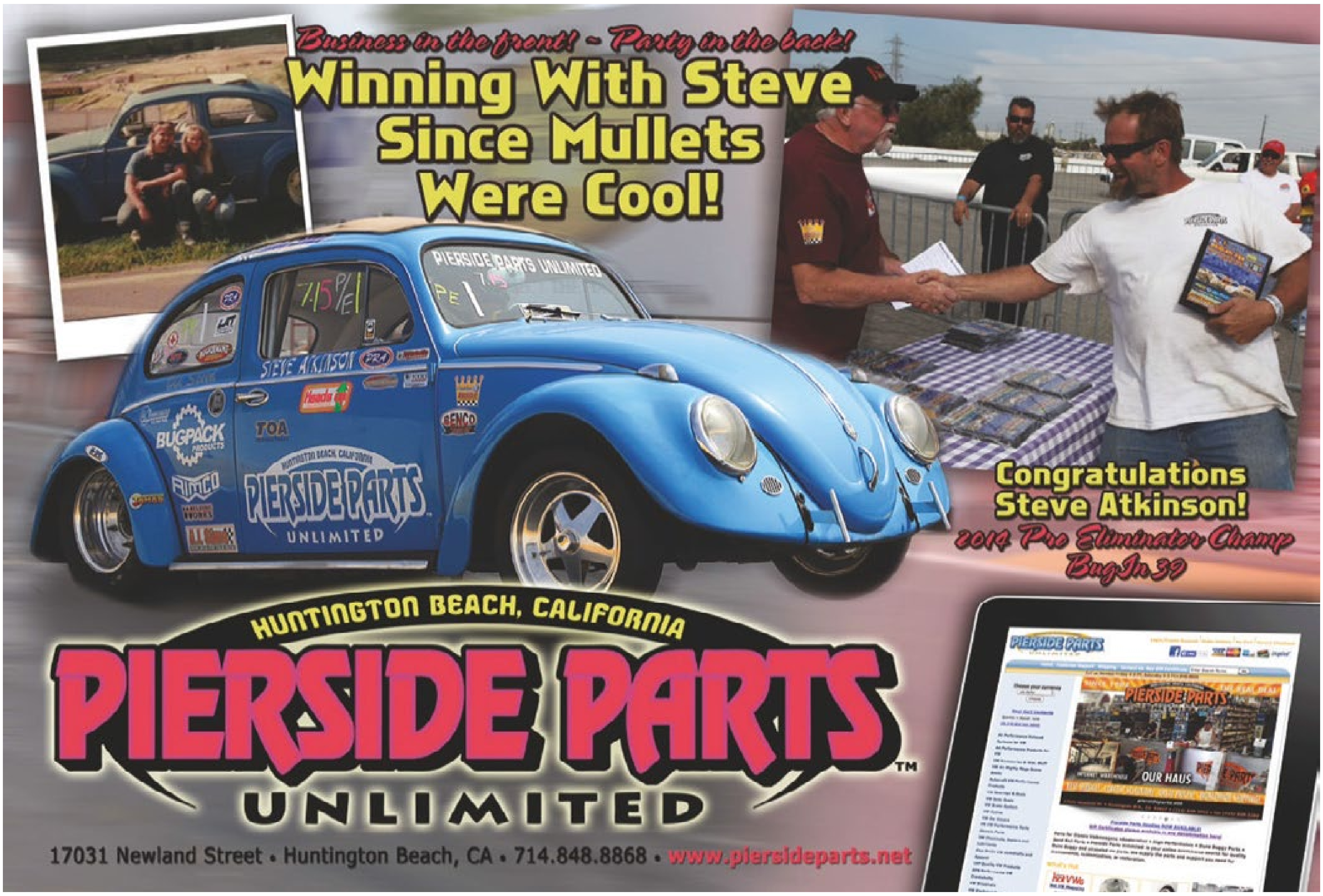
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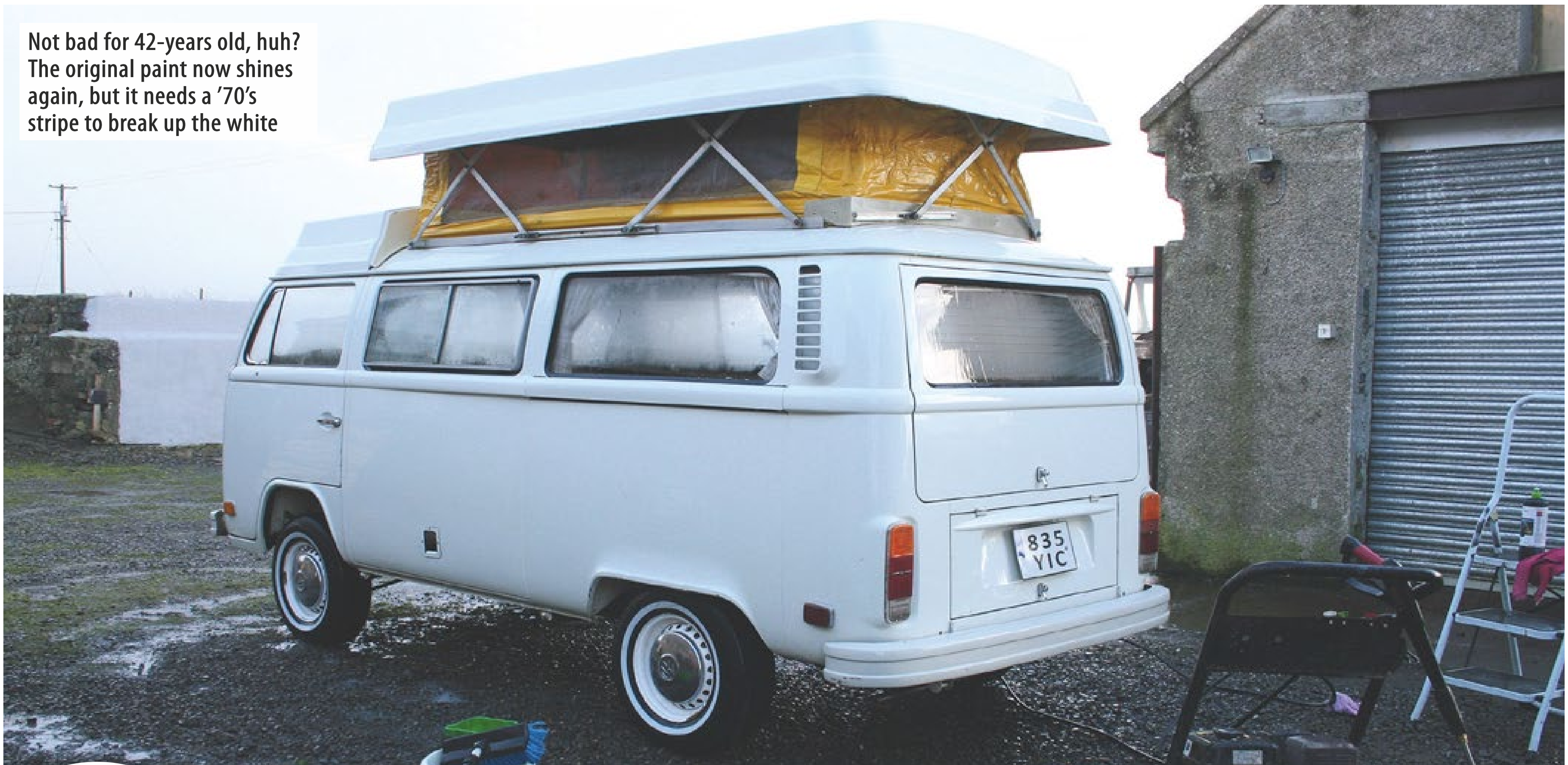


Not bad for 42-years old, huh? The original paint now shines again, but it needs a '70's stripe to break up the white

OWNER INFO

NAME: Cathal O'Toole

OCCUPATION: Flogger of dead horses

CARS OWNED: GT Beetle, '77 Cal Look Beetle, '73 Riviera Camper

WORK THIS MONTH: Clean and polish my Bus (with a little help from my friends)

The Irish Riviera

In a land not so far far away, a few men had a dream. That dream featured beer and debauchery but, since they weren't available, they polished my Bus instead

The day was Saturday. The time was much later than I had said. The mission was to revive the dead paint on my Riviera. I say 'my Riviera' but it has become known as 'Duts' Bus' as Duts has taken more of a shine to it than I have. I'll admit I haven't quite bonded with it yet and, truth be told, I would probably buy Landfill back over the Bus, but then I haven't owned the Bus for 17 years and I haven't undertaken a manic restoration on it that drained my finances, so that link isn't there (yet). However, I am looking forward to hitting the mean streets of Europe with a Camper on my back this summer.

So, back to Saturday, and I had (stupidly) said 10:30am for kick-off at Graham's place of VW worship. Now, fashionably late is a bride turning up 45 minutes late for her own wedding and everyone clapping and smiling at her tardy entrance, whereas my turning up hours after the time I had suggested just meant Graham and Duts wanted to kick me in the nuts!

To get things started, Duts power washed the Bus and I followed behind cleaning off any loose dirt and grime. I then plastered the Bus in 3M Fast Cut Plus compound, while Duts fired up the steam cleaner and closed the sliding door to scrub the canvas on the inside, though not before taking advantage of the steamy windows to give myself and Graham his interpretation of the love scene from Titanic. It's a memory both of us will never forget.

I bought a new electric polisher from sealey.co.uk before Christmas, so this was my chance to try it out for the first time. One of the reasons I bought it was its variable speed function because, if anyone is going to burn through original paint it's me, so I need all the help I can get. I'm pleased to report it's also quite

> A Toole and his tool. I'm really impressed with my new toy and now feel inspired to give my GT Beetle a shine up, too

light so, even after polishing the entire Bus, and the pop-top, my arms didn't feel like they had done a full workout. Not that my arms know what that feels like.

So, after about an hour or so of manual work – more than I've done in a year – the Bus had a nice haze all over. The power washer was then fired up again and, like the well-oiled machine myself and Duts are, I rubbed the compound off and he power washed. All of a sudden, in the fading light, we could see shine, proper original VW paint shine. Even the blow-in repairs came out well.

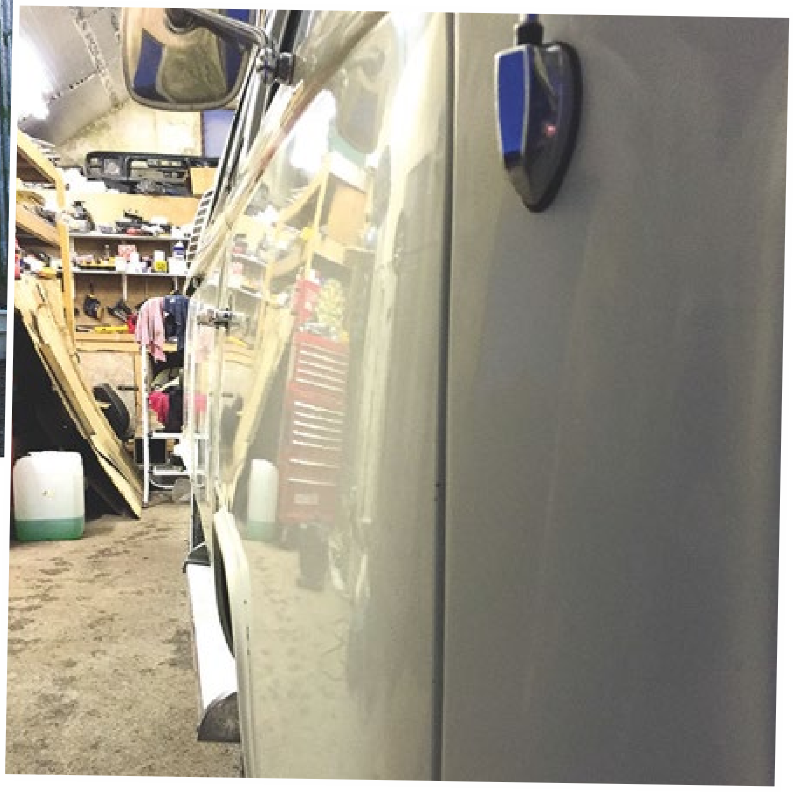
With the light almost gone, there was nothing else for it but to pull the Bus into the workshop and stand around admiring our work and patting ourselves on our backs, for quite some time.

The canvas that Duts cleaned came out very well and, apart from a broken zipper on one of the openings, it's totally serviceable. I have decided to retain the original interior units and just smarten them up with a fresh coat of varnish, and to build a cooker and sink unit as that is missing. Of course, the upholstery will need to be replaced at some point but, other than that, it's going to stay pretty much as is.

> “If anyone is going to burn through original paint it's me”

On a recent shopping trip to VW Spares (vwspares.ie), I picked up a pair of rubber bumper trims and new rear lenses, which Duts fitted while I gave myself one last pat on the back. The last job was to cover Duts' Bus with my new cover because, thanks to a family of birds that have settled in the loft, anything that's left uncovered in the garage is soon splattered in multiple shades of shite. Incidentally, I obtained the Bus' cover from Richbrook.co.uk and I love it. It fits perfectly, including over the Riviera pop-top, is elasticated so it stays in place and even comes with under-Bus straps should I ever decide to use it outside. Try and poop on Duts' Bus now birdies! ■

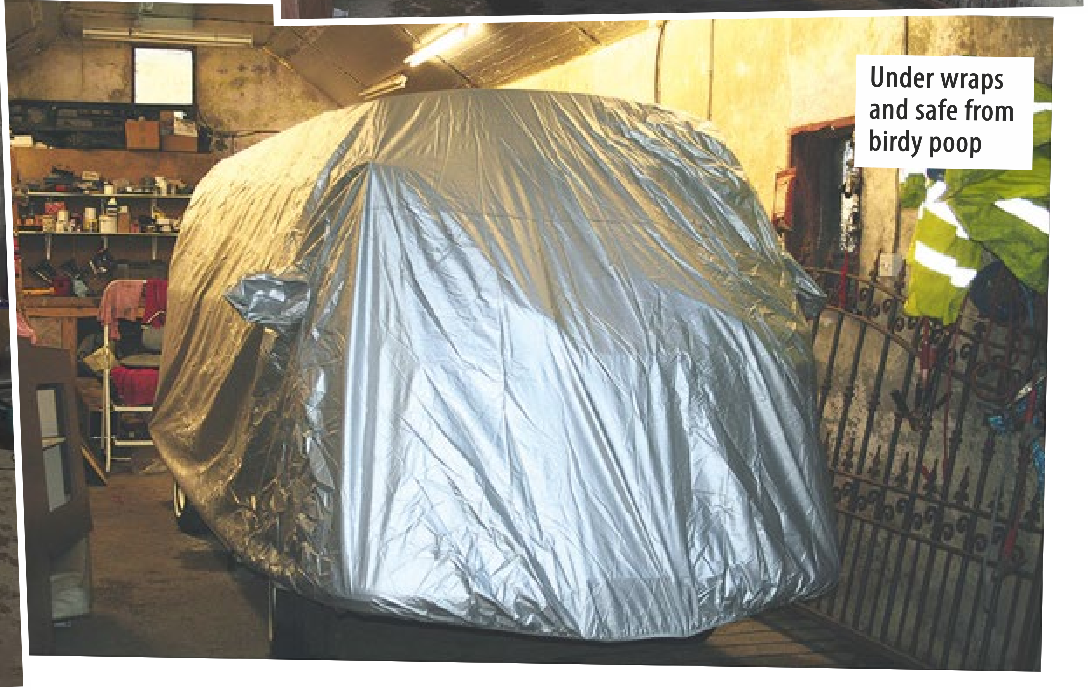
< I was overruled on keeping the front-mounted spare wheel. Duts and Graham took the bracket off and hid it



^ Straight sides, shiny paint and no rust. That's a first for me for sure!

< New bumper trims and tail light lenses smarten my rear end up no end

> Onto the interior, and then it's next stop Luxembourg!



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King and linked in

Save yourself the hassle (and expense) of a full rebuild by some simple, regular maintenance

Words and photos Matt Keene

This month we take a look at servicing the king and link pins on a Split Screen Bus. Whilst we are obviously dealing with a Type 2 here, the information given is also applicable to early Beetles as the procedure and application is very similar.

Though it might sound daunting, servicing king and link pins is actually a very straightforward job, taking no more than an hour, yet it is one that often gets forgotten. I have lost count of the amount of VWs I have seen that have had decades' worth of mud and grease covering the entire spindle assembly – an obvious sign that servicing has been neglected. Tut tut!

VW's king and link pin system is a very robust piece of engineering that, properly looked after, will last pretty much the lifetime of the vehicle, but only if – and it really is a big if – they are serviced at regular intervals. Miss out on just a few services and wear will be induced that can never be repaired without full reconditioning, and that doesn't come cheap!

VW recommends greasing the king and link pins every 2,500 miles, and this would have been carried out by Volkswagen as part of the official service regime. If your VW is a Sunday special, then annually greasing should be part of your service plan. This simple process will help to purge any water that may have found its way into the system.

No special tools are necessary for this job, except perhaps a grease gun, but one of these should be in your tool box already as there are so many jobs on a VW you can't do without one. ■

01 Before jacking up the front end of your vehicle and securing it on a minimum of two axle stands, loosen off your wheel bolts a little

JOB INFO

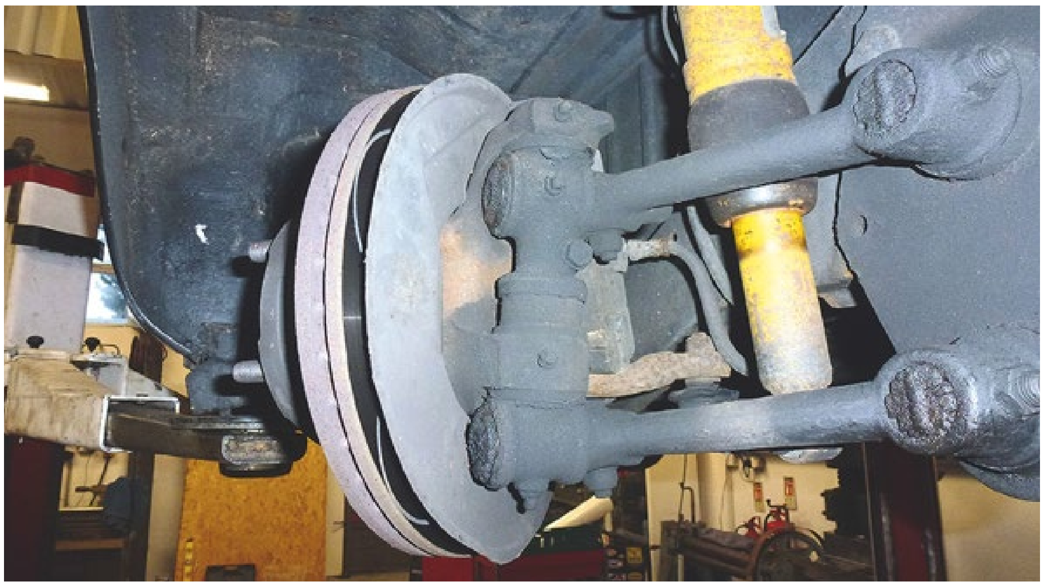
TOOLS NEEDED:
Trolley jack and at least two axle stands
17mm socket and ratchet
17mm, 16mm and 9mm spanners
Breaker bar and 19mm socket
Grease gun
Stout wire brush

MATERIALS USED:
Moly grease
Brake cleaner
Clean rags

TIME TAKEN:
1-2 hours for both sides

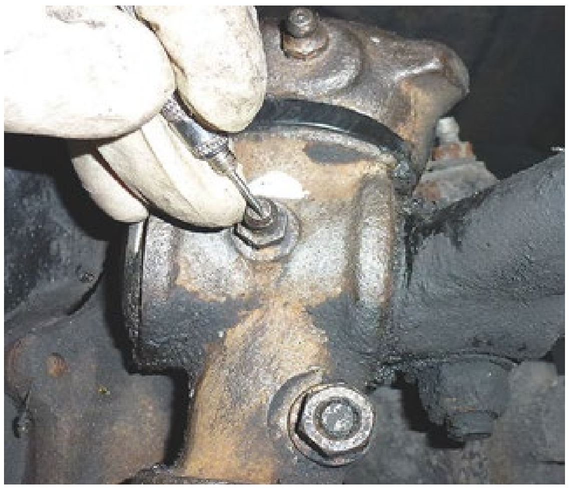
COST DIY: £0

PRO: £40 for labour and £2.50 for grease

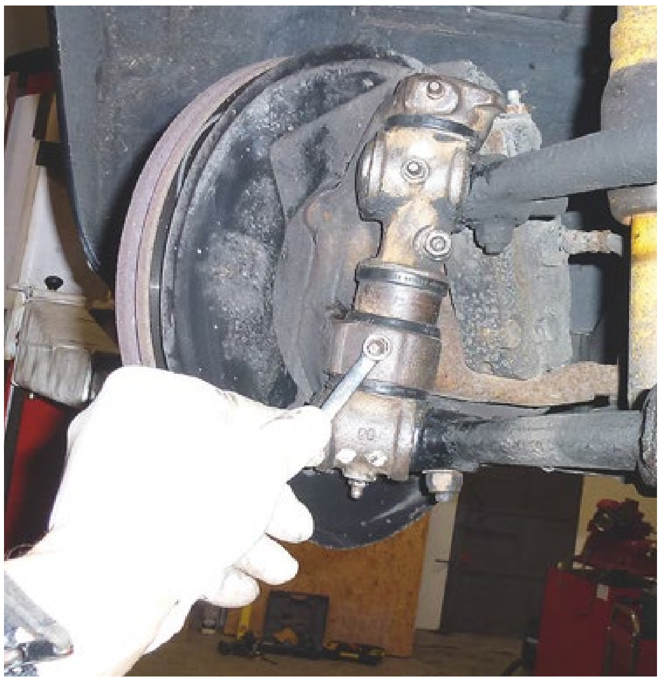


02 With the vehicle jacked up and secured on axle stands, you can remove the road wheel and survey the situation. Believe it or not, this is actually quite clean for a king and link pin set up on a used Bus. Note this one has been fitted with aftermarket disc brakes and dampers

03 The first job is to give everything a good clean. I use a brake cleaner and a stout wire brush. Once done, you can commence with the inspection

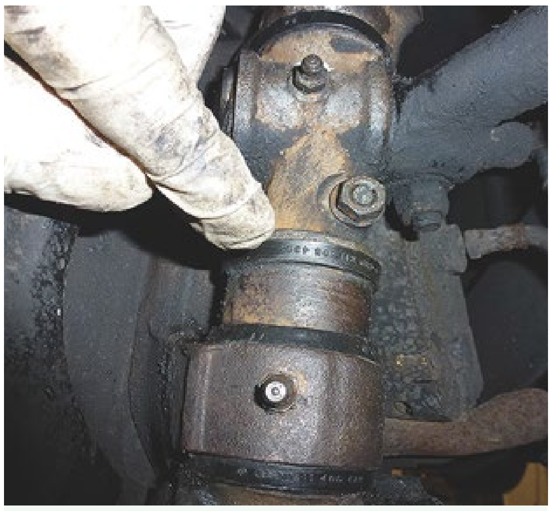


04 Pay particular attention to your grease nipples. Ensure they are spotlessly clean and then depress the spring-loaded balls with a pointed object such as a sharp pointer or a needle. The balls need to be free moving

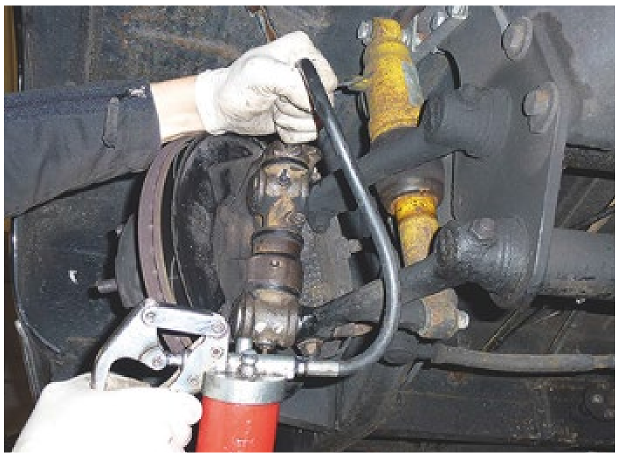


05 If you find a grease nipple that is damaged or has a seized ball in the end, remove it from the assembly and…

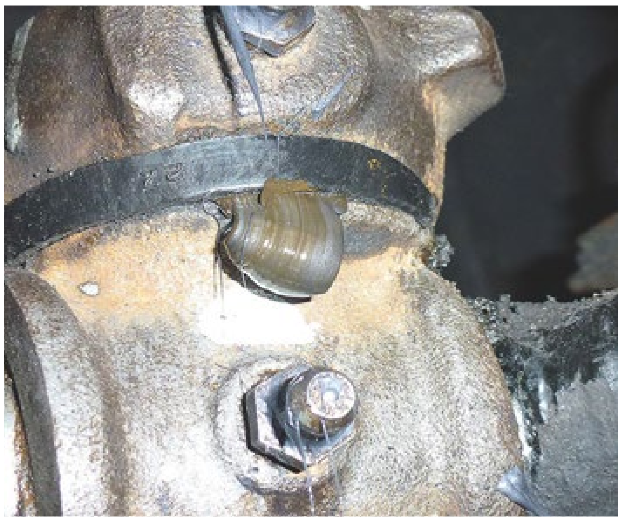
06 …check its condition off the vehicle. If water has been allowed to make its way in, it can solidify the grease and block the tip. Pick it clean with a pin, then attach a grease gun and, if grease passes through it properly, it's good to go again



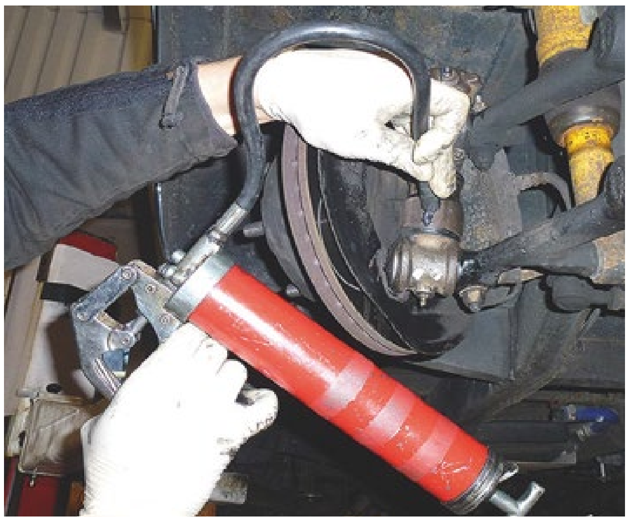
07 With the spindle assembly all spangly, check the condition of the rubber seals (note: you won't find these on a Beetle). They should have good integrity, otherwise they will allow water and dirt in, causing rapid wear. Unfortunately, if you find any cracks or splits here, you are into a full strip down and rebuild



08 Attach the grease gun to the upper king pin nipple and pump in some fresh grease. How much?



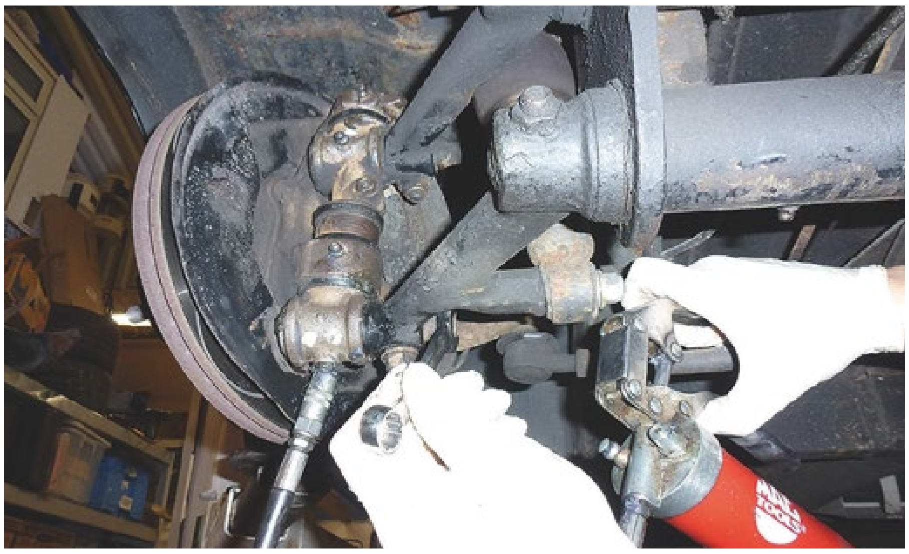
09 Keep going until you start to see fresh grease passing out around the seal below the nipple



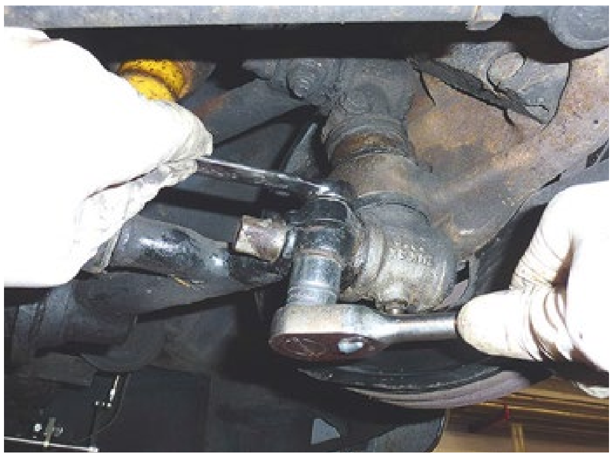
10 Now move the grease gun to the lower nipple and repeat the grease pumping process

11 To do a thorough job, I like to turn the wheel hub from side to side several times through the full travel of the steering mechanism. This helps the fresh grease dissipate evenly through the king pin and its bushes. Once you have done this, add a little more grease to both the upper and lower king pin nipples

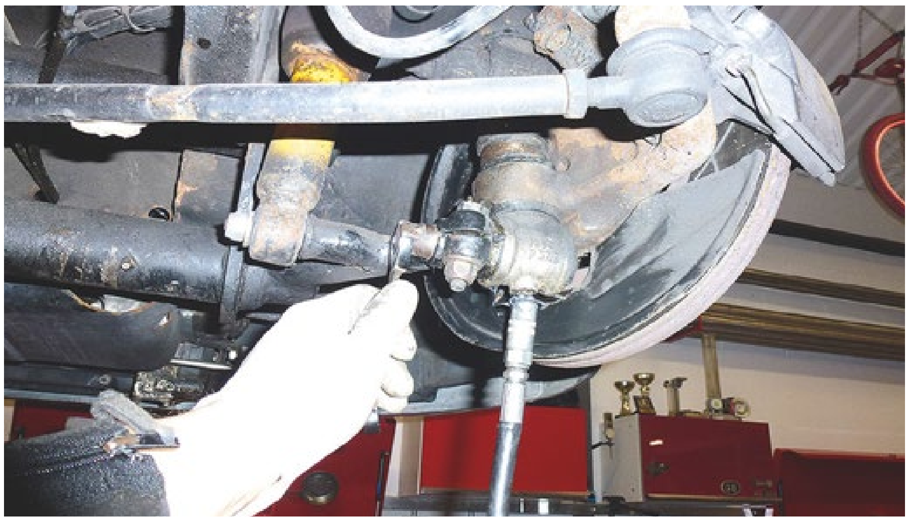
HOW TO
King and link pin service



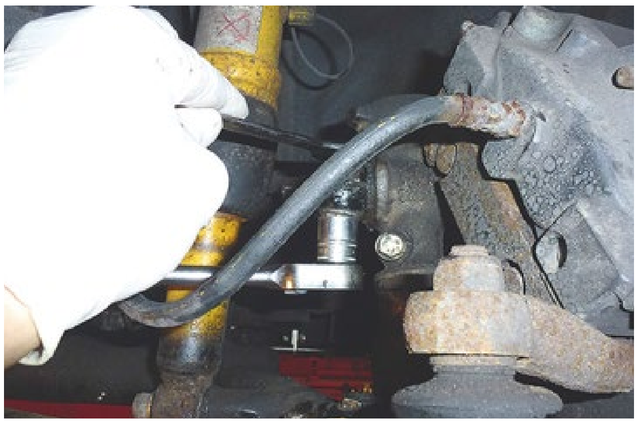
12 Not finished yet I'm afraid. To do a proper grease job on a VW, you have to get a little more involved. To do this, it is necessary to loosen the link pins, so clean up any crud present…



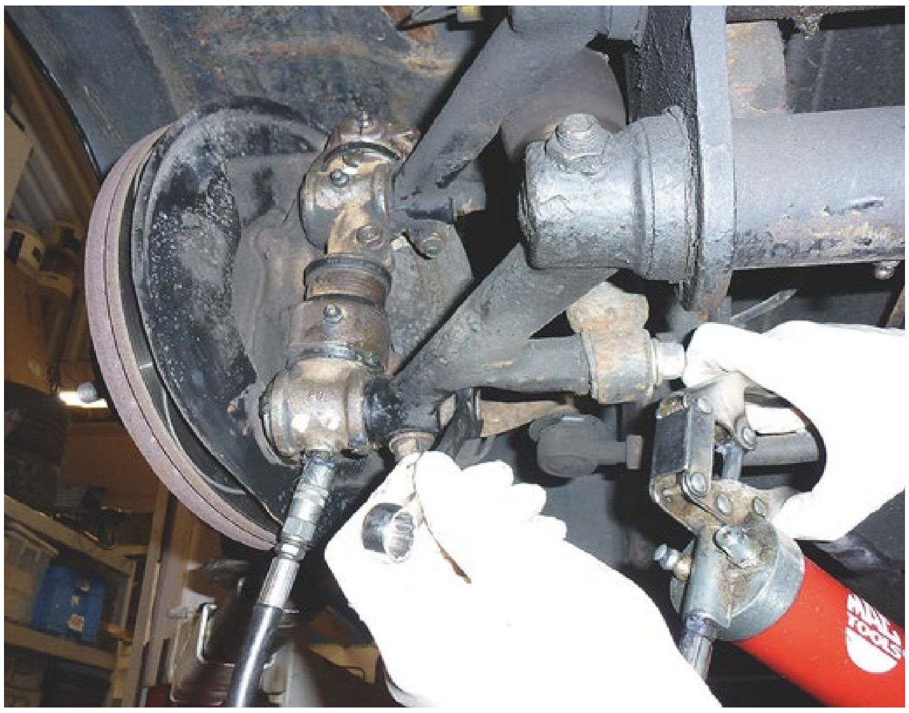
13 …then loosen the retaining bolt with a 17mm socket and spanner



14 With the link pin loose, attach a 16mm spanner to the end of the link pin and rotate it back and forth through its complete range of movement, all the while pumping grease through its respective nipple. Once it is fully greased, adjust the link pin so any play is 'just' taken out, but no so tight as to cause the link pin to bind in the bearings. Be careful here, over tightening will quickly induce wear



15 Now turn your attention to the upper link pin assembly and…



16 ...repeat the process. This might seem like an over-thorough approach, but it is exactly how Volkswagen trained its mechanics to do it

17 Once you are all done, give your spindle assemblies a good clean to wipe off any grease. Whilst it may help to prevent rust, excess grease attracts dirt and mud like a blanket does doodoo!

18 Last job is to lower your Bus down off the axle stands, re-fit your road wheel and tighten to the specified wheel bolt torque for your style of wheel and vehicle. Job done

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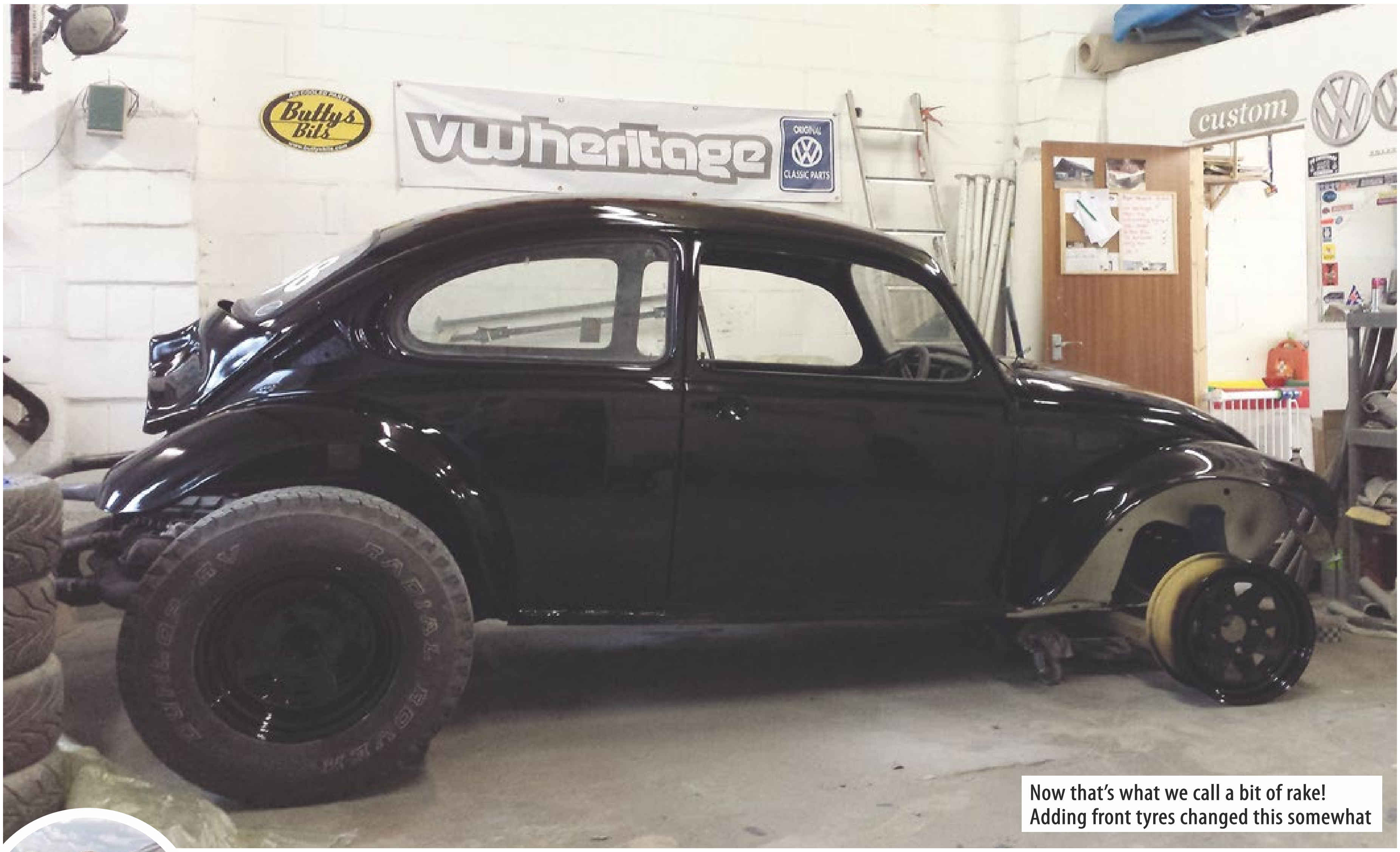


Now that's what we call a bit of rake! Adding front tyres changed this somewhat

OWNER INFO

NAMES: Sam Jeffery, Ian Garden and Mark Hook

CAR: '72 Baja Bug

WORK THIS MONTH: Build up the suspension, paint and vinyl wrap the car, add sponsors' logos

The vinyl frontier

With the bodywork finished, it's time to give the Baja its identity

Hello there! In case you missed last month's issue, we are Team Aquaphobics Baja – Sam Jeffery, Ian Garden and Mark Hook – and we are doing the Scumrun 2015. To briefly re-cap, we have to do 3,000 miles in four days in the Baja we are building and, with your help, plan to raise a lot of money for charity *en route*!

The charity is JDRF UK (Juvenile Diabetes Research Foundation), a charity funding type 1 diabetes research for children in this country. As it's a research charity, every penny we raise will go toward vital research that helps children with this condition. In short, it's a very good cause.

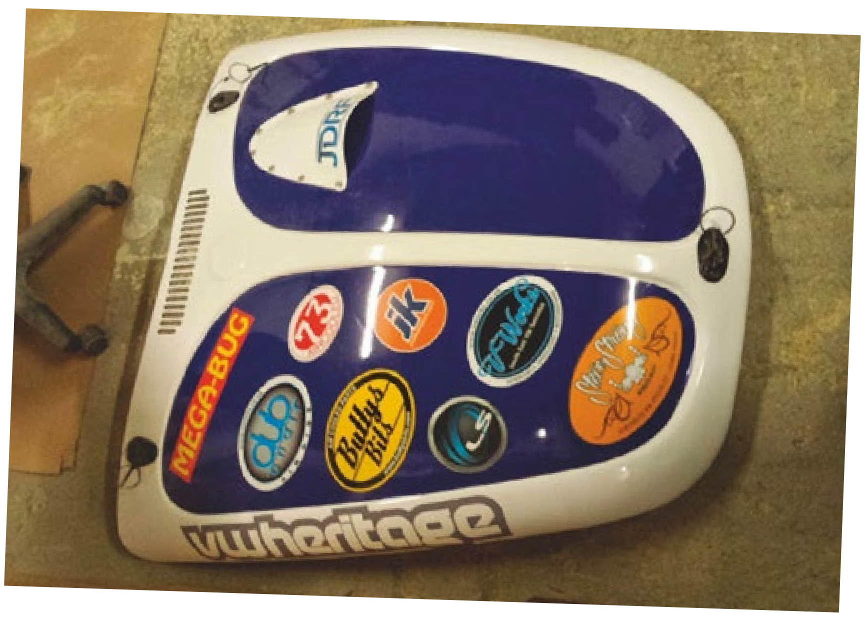
And we've been busy since the last instalment. We have now finished the bodywork modifications and primed the and painted the whole car. This wasn't the original plan but, when Nathan of Full Circle Race Design came on board to vinyl wrap it, we decided to give him a good solid base for it to adhere to.

After a few conversations about suspension (all of us agreed Bajas don't look right without a good amount of ground clearance), we were pointed in the direction of NB Restorations. NB – that's Nathan Baker – hooked us up with some raised spindles that give a 2¾-inch raise at the front with no other modifications required! He kindly donated a set on an exchange basis as he was more than happy to support the charity and our build. We already had an adjustable beam, so were able to wind the adjusters up to get a little bit more height, and we've fitted uprated KYB shock absorbers all round.

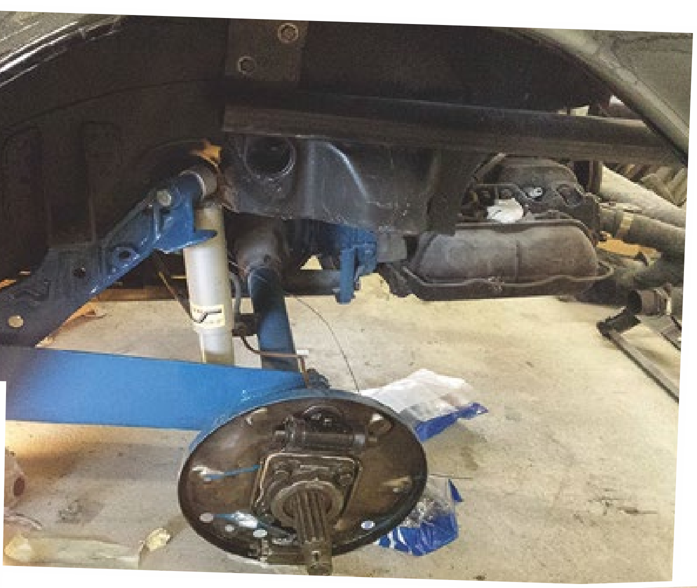
We assembled the front axle with all new brakes and wheel bearings and a fresh coat of paint on the beam as, with the new abbreviated bodywork, it's all exposed. With everything fitted up and the car back on its wheels, we are really happy with the way it sits, and it should be able to cope with whatever the Scumrun throws at us.

For the rear, Mark did something extremely out of character and raised the car back up two splines. While it was apart, all of the components were sanded and painted, and again rebuilt with all new seals, gaiters and brake components. The rear does have a bit of positive camber, but we think when fully loaded it should level out nicely.

After many nights of Googling, looking for inspiration for paint schemes,



> As Admiral Ackbar would say, "It's a wrap" and a ruddy good one too, thanks to Full Circle Race Design and Signright Graphics



Two outer splines, but this time the spring plates were rotated down, not up

With the wheels in gloss black and the chunky tyres fitted, the Baja is starting to look the part

The homemade clipped bonnet and front closing panel and 'glass front wings receive a few coats of primer

> Bajas don't look right without a good amount of ground clearance

we came across a discontinued radio controlled Baja Beetle that looked pretty snappy! Nathan from Full Circle Race Design fell in love with the design and in fact said, "If you want me to wrap the car, that's what you need to have!" Who were we to argue? We really appreciate Nathan's support as he wouldn't take a penny (only pizza and tea) on the late nights we spent completing the wrap. Nathan's day-to-day work involves wrapping Bugatti Veyrons and race cars and motorbikes (he can often be found working in the pits at Santa Pod), and has played a big part in wrapping a lot of the Gumball rally cars over the years. Stangely, he had never done a Beetle before, so was really looking forward to the task. As the white started going on, the whole look of the car changed but, once the stripes were added, it really came to life. All that was then left to do was fit the sponsor decals that had been kindly made up by another friend who is a sign writer, Richard Martin of Signright Graphics Ltd.

I hope you agree it looks awesome with its slightly retro race car styling.

We are also really happy to announce that Rothfink Industries are now also sponsoring us. We thought their motto, 'built for the ride' fitted perfectly with what we are trying to do.

In the near future there is lots more to come between Rothfink and ourselves to really boost our fundraising potential but, in the meantime, we really need your help to raise as much money as possible. This can be done in a few ways. If you go to our facebook page – Team aquaphobics baja – you will find updates about the build, fundraising ideas, merchandise and all the necessary information on how you can donate. An even easier way, which literally takes seconds, is to text BAJA98 £1 (or £2, £3, £4, £5 or £10) to 70070. All donations, however big or small, will be gratefully received. And just to make it absolutely clear, every penny donated goes through our just giving page, which is directly linked to the charity, it does not pay for the trip. The car itself, all parts not donated, petrol, ferry costs and everything else to do with the rally will be funded by us and our sponsors.

Tune in again as the next instalment will be about the electrical side of things, including dash components, and fitting the Steve Strong engine and firing it up. That really will be a day to celebrate…

If you would like more information, please visit out website: www.teamaquabaja.webs.com ■

Believe it or not, the car is not white with vinyl graphics, but was painted black first, with everything else a vinyl wrap on top

Full marks to Full Circle Race Design, especially as this was their first ever Beetle wrap

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In the window is the picture of the r/c Beetle we found on the internet that inspired our paint / vinyl job

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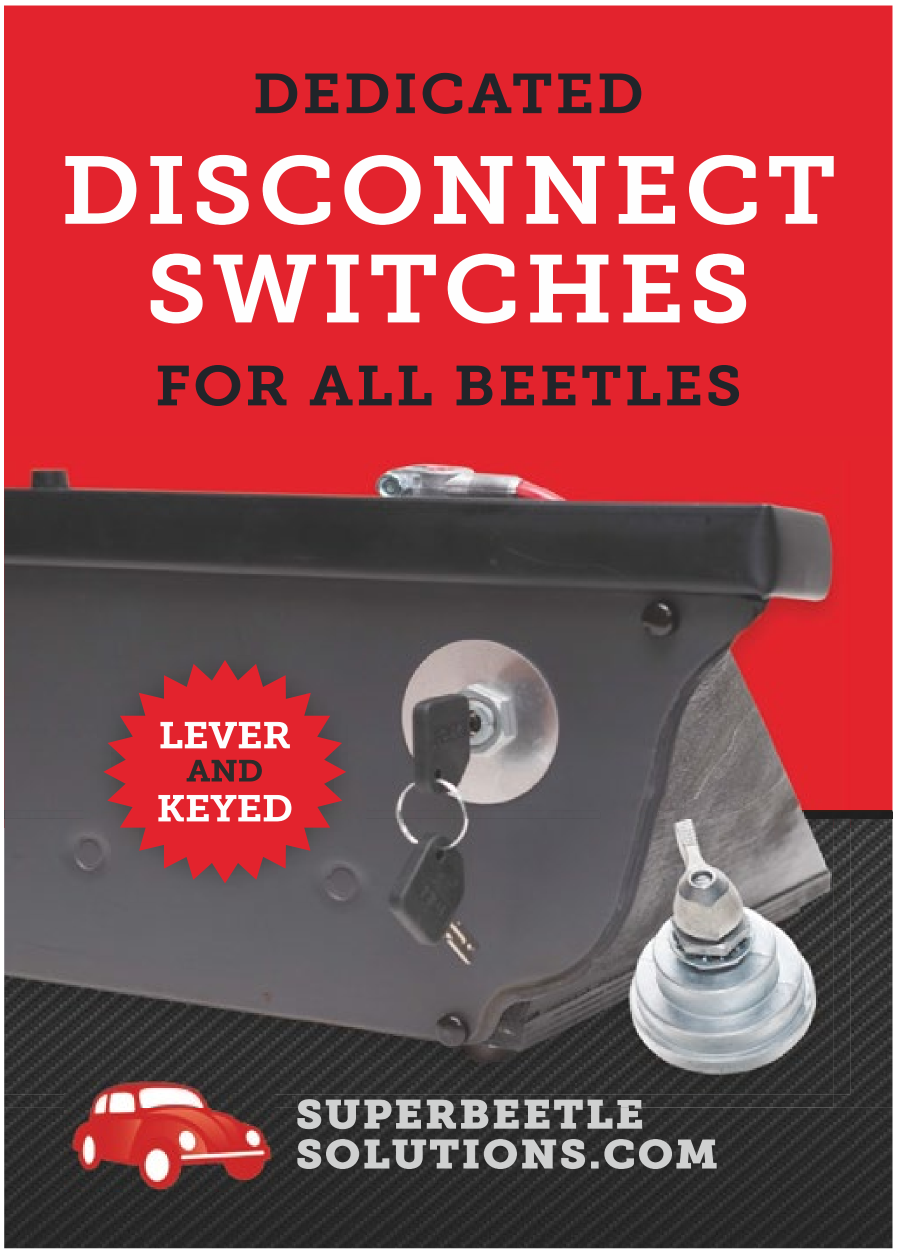
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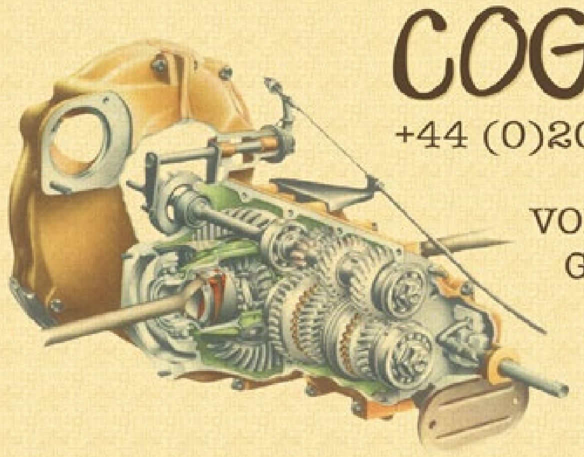

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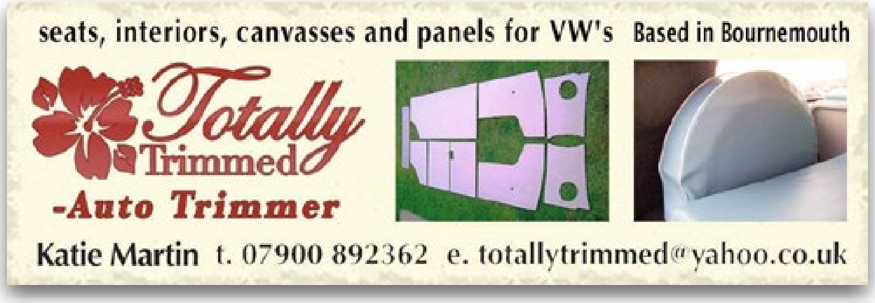

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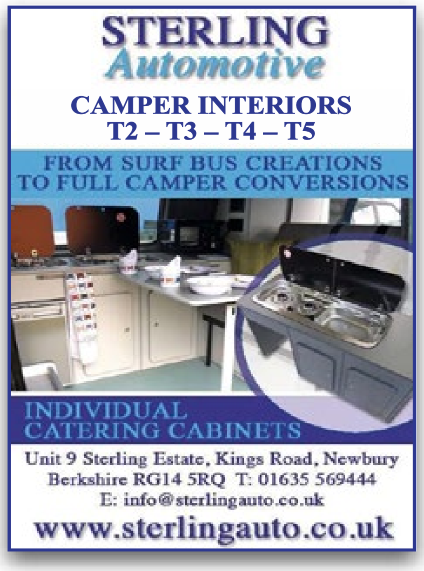

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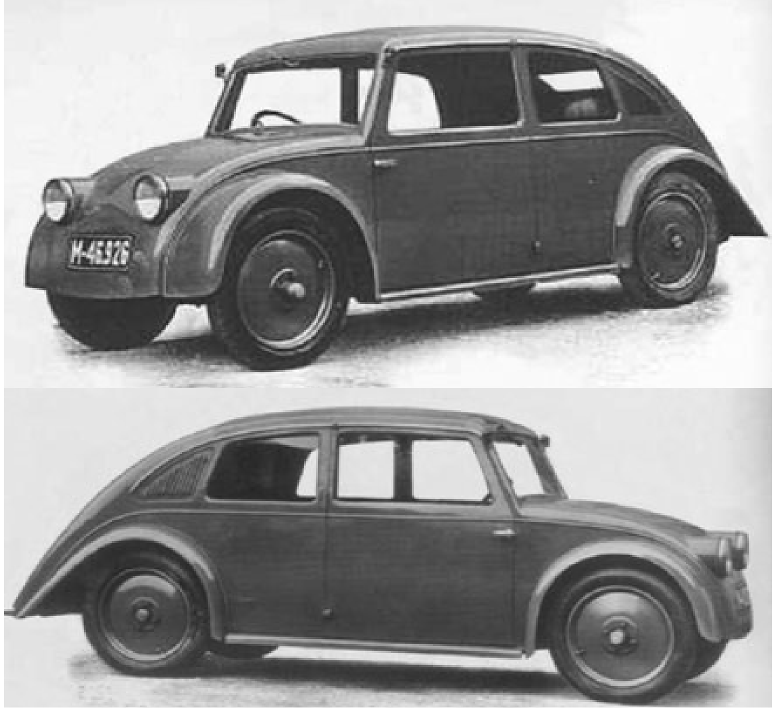
Mileage: 137000, £ 19,995, : Midlands
Tel: 07935746690,kimsmith852@gmail.com

Tatra V570

If this 1930's Tatra look strangely familiar, that's because it was the car that influenced the Beetle…

Words
Richard Gunn



The Tatra V570. Nudge nudge, wink wink, say no more…

Ferdinand Porsche is recognised worldwide as the father of the Volkswagen Beetle. But the mother? Well, that accolade perhaps belongs to the little-known Tatra V570, a prototype from the early 1930s. If you take a good look at it, you're sure to notice a certain resemblance to the more famous vehicle we know and love, but the similarities are more than skin deep.

From 1921 to 1937, the chief designer of Czechoslovakian car maker, Tatra, was Hans Ledwinka. This Austrian engineer, born on Valentine's Day in 1878, was every bit as visionary and talented as his contemporary, Porsche. He was a pioneer in the use of swing axles and air-cooled, rear-mounted engines (both of which, as we know, popped up on the Beetle) and also had a penchant for streamlined bodies (ditto). He also liked the idea of building a car for the masses. With him in charge, Tatra forged a reputation as a creator of inventive, aerodynamic machines.

At the start of the 1930s, Tatra decided to develop a true people's car. The task was given to Hans, his son Erich, and another engineering Erich by the surname of Übelacker. Codenamed the V570, it took on a somewhat familiar format – a small capacity, air-cooled engine mounted in the rear to help it cope with all weather conditions and make it quieter for occupants (although any Beetle passengers will know just how ineffective that idea proved). However, in looks, the V570 was quite conventional, with an upright body undistinguished from the other boxy cars of its time. The engineering may have stood out, the style didn't.

> "Sometimes I looked over his shoulder…"

At the same time as the V570 was being worked on, Ferdinand Porsche and Erwin Komenda were thinking along similar lines with their Porsche Type 12, a vehicle they were developing at the time for Zündapp. It too had a rear engine, albeit a five-cylinder radial one, and an aerodynamic body – in some places hinting at the Beetle, but looking distinctly Citroën 2CV-ish from behind. Intriguingly, because it was intended as a people's car, it was unofficially christened the Volkswagen – the first time the word had been used on a car.

As history records, the Type 12 never made it to production. Neither did the V570. But what did happen was that, in 1933, a second prototype V570 was built. This one had a streamlined, distinctly Beetle-like body penned by former aeronautical engineer Paul Jaray. No doubt, most of the essential elements that would later appear in the Volkswagen were all there.

Adolf Hitler was a car enthusiast who knew Hans and also admired Tatras, perhaps a little too much. So when Porsche started development in 1934 on what would become the Beetle, Hitler told him about the Tatra, saying, "This is the car for my roads." As for Porsche, he said of Ledwinka, who, incidentally, he met regularly to discuss what they were working on, "Well, sometimes I looked over his shoulder, and he looked over mine." Read into that what you will. Thus the Volkswagen evolved during the 1930s bearing a very close resemblance to Tatra's V570 and later T77. The latter even had a flat-four air-cooled engine out back when it was launched in 1936.

Tatra spotted the similarities and attempted to sue Porsche over the Beetle's design. Word is Porsche was all ready to pay up, until Hitler told him not to, saying he "would settle the matter." Which he proceeded to do by the rather massive over-reaction of invading Czechoslovakia in 1938, taking over Tatra, stopping its car production and 'borrowing' its technology, some of which inevitably ended up in the almost-complete Beetle. It was apretty decisive way of sorting out a legal dispute, if a little extreme.

Actually, that wasn't quite the end. After the war, Tatra went legal again and, in 1961, VW paid out three million deutschemarks. Again, draw your own conclusions from that. By then, though, Tatra was languishing under Eastern Bloc Communist control, while VW was on the way to becoming phenomenally successful. The story goes Ledwinka received no money himself, yet still agreed to keep schtum about the true birth of the Beetle. What a guy.

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